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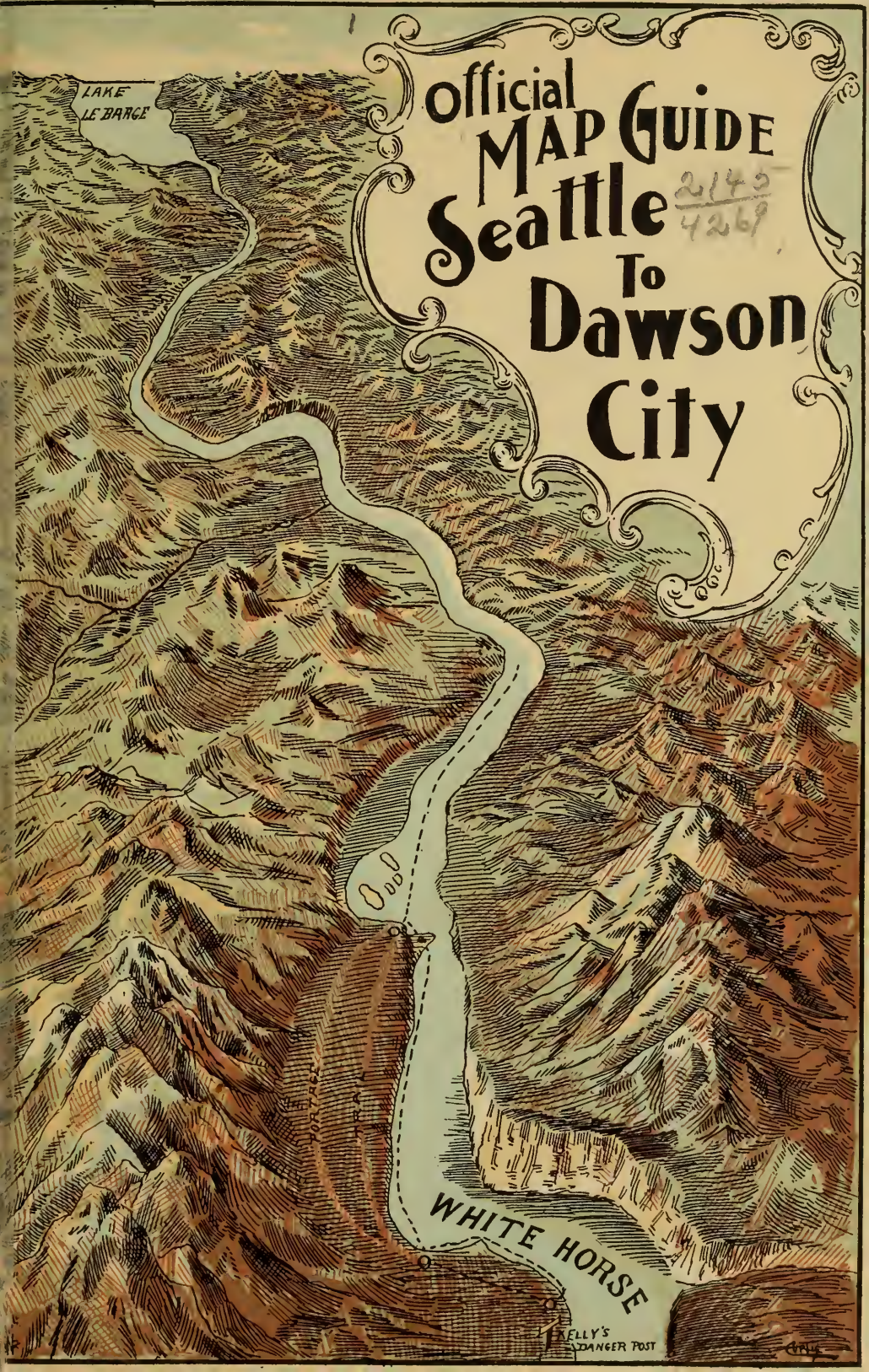

Official MAP GUIDE Seattle To Dawson City

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Those who deal with them are ALWAYS SATISFIED

They can show you some special goods made for the **Yukon Prospectors and Miners** that you can buy nowhere else. If you want the **best**, you can get it of them at the lowest prices consistent with quality. Call and see them at the handsomest hardware store in the Northwest, at

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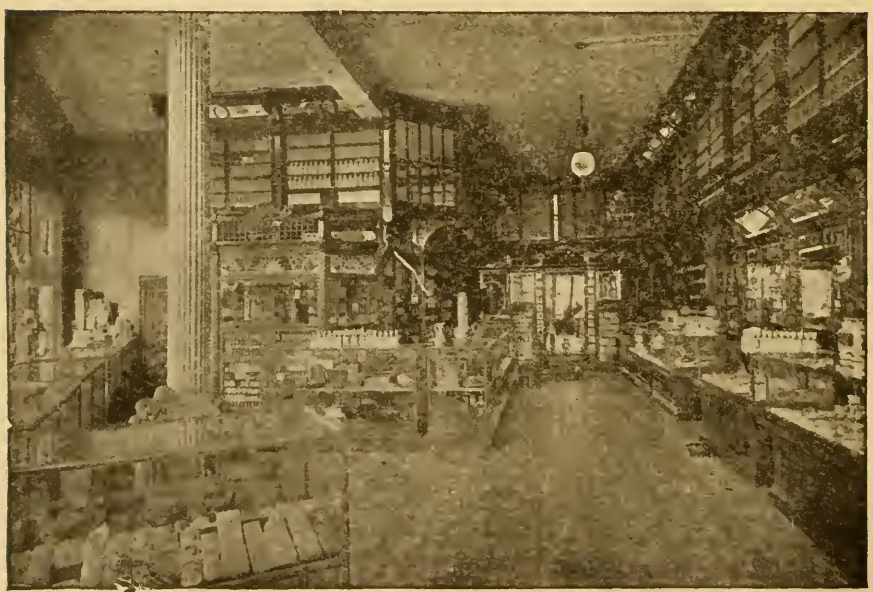

G. O. GUY, Ph. G.

LEADING DRUGGIST

YESLER AND SECOND AVE. SEATTLE

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MAP-GUIDE

SEATTLE TO DAWSON

OVER THE CHILKOOT,
THROUGH THE LAKES
AND DOWN THE YUKON

SHOWING THE

WHITE HORSE AND OTHER RAPIDS
MANNER OF PORTAGE, WHERE
TO BUILD BOATS, ETC., ETC.

PUBLISHED BY
HUMES, LYSONS AND SALLEE
Seattle, Washington
1897.

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T. J. Humes, Fred. H. Lysons and J. S. Sallee.

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INTRODUCTION.

It is not the purpose of this publication to set forth the opportunities and advantages offered by the Yukon gold fields, nor to urge or encourage people to go there. It is intended as a practical route and mining guide for those who are going.

The need of such a guide is attested by the failure to reach the interior of thousands who made the attempt during the past summer, and by the frequent loss of boats and even of lives, in the rapids of the Yukon.

As its title implies, it is a combined map and guide of the route.

The map, which is divided into sections covering about twenty pages of the book, is drawn on a scale sufficiently large to show every dangerous or difficult point along the route, and to point out the way of avoiding or the method of overcoming such difficulties. Thus, while to one who is seeking a "Guide" to enable him to determine whether or not to go, it will be of little practical value, to the one who is going it is indispensable, as the information given is absolutely reliable, and being protected by copyright will be found nowhere else.

Mr. Sallee, one of the publishers of the book, is entirely familiar with the route from Dyea to the mouth of the Yukon, and the correctness of his notes, from which the maps and charts were made, has been verified by others who have been over it the whole distance, both going and returning. Description is given of the several routes leading from Seattle to the gold fields, and of the railroads, tramways and other transportation lines so far projected, but no charts are given of any route except that by way of Chilkoot pass, as that is the only land route which has so far been found entirely practicable; and detailed description of the ocean route would be of no practical value.

Each map is accompained by detailed description of the portion of the route covered by it, and particular attention is called to the charts of Miles Canyon, White Horse Rapids, and Five Fingers, the three dangerous points on the Yukon. Any one of these charts, as well as the map and detail description of the Thirty Mile River, is certain to prove of incalculable practical value to those making the trip.

The limited number of advertisements which have been inserted have been selected with discrimination by the publishers, who guarantee the reliability of the advertisers.

TABLE OF DISTANCES — In Miles.

Great care has been taken to give these distances as accurately as possible. The estimates of different persons who have been over the route have been compared, and we submit this table as being the most nearly accurate of any which has been published. Actual surveys have been followed wherever made:

	From last point.	*From Seattle*
To Port Townsend	48	48
" Juneau	742	790
" Haines' Mission	80	870
" Dyea	20	890
" Ferry on Dyea River	1½	891½
" Finnegan's Point	3	894½
" Head of Canoe navigation	1	895½
" Foot of Canyon	1½	897
" Sheep Camp	6	903
" Stone House	2¼	905¼
" The Scales	1¾	907
" Summit Chilkoot Pass	¾	907¾
" Crater Lake	½	708¼
" Lower end Crater Lake	1	909¼
" Long Lake	3	912¼
" Lower end Long Lake	2	914¼
" Lower end Deep Lake	¾	915
" Lake Lindeman	2½	917½
" Foot of Lake Lindeman	5	922½
" Head of Lake Bennett	¾	923¼
" Foot of Lake Bennett	25	948¼
" Lake Tagish	2¾	951
" Foot of Lake Tagish	16	967
" Lake Marsh	6	973
" Foot of Lake Marsh	20	993
" Miles Canyon	23	1016
" Foot of Miles Canyon	¾	1016¾
" White Horse Rapids	2¾	1019½
" Foot of White Horse Rapids	½	1020
" Tahkeena River	13	1033
" Lake LeBarge	12	1045
" Foot of Lake Lebarge	32	1077
" Hootalinqua River	30	1107
" Big Salmon River	33	1140
" Little Salmon River	36	1176
" Five Finger Rapids	55	1231
" Rink Rapids	4½	1235½
" Pelly River	53½	1289
" White River	96	1385
" Stewart River	10	1395
" Sixty Mile River	20	1415
" Indian River	18	1433
" Dawson City	55	1488

NOTE.

The plan adopted in this publication, of dividing the route map into sections covering a page each, is respectfully submitted as being the most convenient arrangement possible, avoiding the inconvenience of opening out double page maps, and the possibility of losing them from the book.

These sectional maps, in order to get the advantage of as large a scale as possible, extend lengthwise of the pages, but the direction or course which they take, as well, also, as the relative location of any particular section, will be indicated on the Index Map which precedes the sectional maps. These maps are reproductions, on a greatly enlarged scale, of the latest official maps, made in 1897, by Mr. Ogilvie.

The publishers call attention to the brevity and conciseness of this publication, as one of its principal recommendations.

As to its accuracy and reliability, we submit the following indorsement, signed by John F. Miller, Frank E. Sims and Michael Kelly. Mr. Miller is ex-prosecuting attorney of King county, Washington, (Seattle); Mr. Sims is a former captain of police in Seattle, and Mr. Kelly is the well known Yukon guide and miner, and all have recently returned from the Klondike:

"SEATTLE, WASHINGTON, December 4, 1897.

"*Messrs. Humes, Lysons and Sallee, Seattle, Washington*—GENTLEMEN: We have examined the proof sheets of your 'Map-Guide, Seattle to Dawson,' and in our judgment your book will be the most complete and practical of any Yukon or Klondike guide published. Your charts of the White Horse and other dangerous rapids are remarkably accurate in all practical detail, and the use of them ought to enable anyone to make the trip without risk.

"The prospector who secures your book will need no other Klondike route or mining guide. Very respectfully yours,

"FRANK E. SIMS,
"JOHN F. MILLER,
"MICHAEL KELLY."

The reliability of this Guide is further guaranteed by its en-

dorsement by the Seattle Chamber of Commerce, and the fact that the Mayor of Seattle, T. J. Humes, is one of its publishers.

The necessity for a guide of this kind, and the practical value of one of its accuracy, can probably best be appreciated from the following statement of Mr. William Ogilvie, Dominion surveyor, made recently in a signed story in the New York Sun:

"The White Horse has been run by a great many boats, and by some successfully. But I have traced the death of thirteen men by drowning at this point in the summer of 1895, and I fancy that is a large percentage of those who attempted to run it in that year. Many who escaped lost their effects or suffered damage by water."

SPECIAL NOTICE.

The retal price of this Guide is 50 cents, with special terms, allowing a liberal profit, to dealers. If it is not on sale by your news dealer it will be mailed by the publishers, postage free, upon receipt of the price.

HUMES, LYSONS & SALLEE, Publishers.
Room 426 Bailey Building,
Seattle, Washington.

OUTFITTING.

Prospectors will find that the merchants' experience in the outfitting trade is of the greatest possible assistance to him, as the selection and packing of an outfit are matters of primary importance. In general, these matters may be left largely to the judgment of experienced outfitters, but there are some details which the prospector should oversee personally. The following suggestions should be adopted, and arbitrarily insisted upon:

1. Get the best quality of everything.

This applies particularly to flour and bacon. Get nothing but eastern cured bacon. It is well, even, to have the allowance of bacon made up in part of dry salt pork.

2. As far as possible have all packages limited to fifty pounds weight.

3. As far as possible, have everything put in bags instead of boxes. They should be protected, also, by an oil or canvas bag, and the clothing bag should be protected by lock and key.

4. Have a commissary box. This is one of the first and most essential things of the outfit.

5. The contents of each box or bag should be plainly indicated on the outside, and articles of different kinds, such as pepper, baking powder, soap, etc., should not be jumbled together.

SUPPLIES.

The amount of supplies to be taken depends largely upon where the prospector is going. If to Dawson and other down river points, he may rely upon getting supplies after he reaches there. If he goes to any of the up river tributaries, especially to the Pelly or Stewart river districts, he should take enough to last until the month of May following. A shortage of supplies to the prospector up any of these streams means the loss of a season's prospecting, on account of the length of time it would take him to get supplies in.

Until the great rush of the past year prospectors could usually depend upon getting furs after they had reached the mining dis-

tricts, which rendered it unnecessary to take furs in with them, and even reduced the amount of woolens to be taken. That being no longer possible, it is necessary for the prospector to supply himself with a complete outfit. We give the following as a conservative estimate of the supplies required for one man for one year:

GROCERIES.

400 lbs. Flour,
50 lbs. Rice,
25 lbs. Rolled oats,
50 lbs. D. G. Sugar,
150 lbs. Bacon,
25 lbs. Dry salt pork,
100 lbs. Beans,
15 lbs. Salt,
75 lbs. Dried fruits,
20 lbs. Coffee,
10 lbs. Tea,
25 lbs. Evaporated potatoes,
5 lbs. Evaporated onions,
25 lbs. Dried beef,
8 lbs. Baking powder,
1 Commissary box,
3 pkgs. Yeast cakes,
6 2-oz. jars ext. beef,
5 lbs. Evap. soup vegetables,
1 qt. Bottle evap. vinegar,
1 pt. Jamaika ginger,
5 lbs. Butter,
1 lb. Pepper,
1 lb. Mustard,
½ lb. each, cinnamon, allspice and ginger,
20 lbs. Candles,
2 doz cans Cond. milk,
1 tin Matches,
5 lbs. Laundry soap,
5 lbs. Toilet soap,
3 lbs. Soda.

CLOTHING.

1 Suit Mackinaw,
1 Suit heavy canvas,
1 Heavy wool overshirt,
2 Lighter wool overshirts,
1 Suit oil skins,
2 Suits heavy wool underwear,
2 Suits light underwear, mixed,
1 Large silk muffler,
1 pr. 10 to 14 lb. blankets,
1 pr. 8 to 10 lb. blankets,
1 Broad brimmed hat,
1 Sweater,
4 prs. Woolen mits,
1 pr. Oil gloves,
1 pr. Rubber gloves,
1 pr. High top leather boots,
1 pr. Best heavy shoes,
1 pr. Best rubber boots,
1 pr. felt boots,
1 pr. Arctic shoes,
1 doz. pr. socks, mixed,
2 pr. German socks,
1 Sleeping bag,
4 Towels,
3 yds. Mosquito net.

Two pieces waterproof canvas, 6 by 10 feet to cover goods.

Extra lacings for boots, and shoemaker's thread, needles, wax and nails, for repairing.

Pins, safety pins, needles, thread.

HARDWARE, TOOLS, ETC.

1 Yukon sled,
1 pr. Snow shoes,
1 Yukon stove, heavy steel,
2 Fry pans,
1 Gold pan,
1 Nest granite buckets,
3 Granite plates,
2 Granite cups,
1 Dish pan (retinned),
1 Milk pan (retinned),
2 Sets Knives and forks,
2 Spoons,
1 Basting spoon,
1 Coffee Pot,
1 Butcher knife,
1 Can poener,
1 Pocket knife,
1 Hunter's knife,
1 Whet stone,
1 pr. Shears,
1 Miner's candlestick,
1 Emery stone,
1 Axe, single bit,
1 Pick,
1 Shovel, spring point,
1 Broad hatchet, or hunters's axe,
1 Claw hammer,
1 Brace and 3 bits (¼, ½, ⅞-in.),
1 Wipsaw with handles,
1 Hand saw,
1 Wooden Jack plane,
1 Extra axe handle,
6 Hand saw files,
6 8-in. Mill files,
6 10-in. Mill files,
1 2-ft. Rule,
1 Padlock,
1 Tape line,
1 Chalk line,
5 Cakes blue chalk,
1 Compass,
1 Spool copper wire,
1 Spring balance,
25 lbs. Nails, assorted,
1 pr. Gold scales,
1 Money belt,
2 Buck pouches,
2 Hasps and staples,
2 prs. Strap hinges,
5 lbs. Pitch,
3 lbs. Oakum,
3 Balls candle wick,
5 lbs. Quicksilver,
1 Pack strap,
150 ft. ½ in. Manilla rope,
4 pkgs. Hob nails,
1 Draw knife,
3 Chisels, (½, ⅞ and 1-in.),
1 Rip saw,
1 One man saw.

FIREARMS.

1 Rifle, 30-30 Winchester,
Fishing tackle,
1 Single-barrel shotgun,
Ammunition.

DRUGS.

Portable medicine chest, containing selected medicines and drugs.

PROTECT YOUR CLOTHING

Experienced Yukoners all advise Prospectors to provide a lock for their clothing bag.

The only practical lock bag is manufactured by the ALASKA MINER'S LOCK BAG CO.

ADDRESS **J. S. SALLEE,** MANAGER

426 BAILEY BUILDING *SEATTLE*

PORT TOWNSEND

Has always been an Alaska and Yukon outfitting point. It's merchants know what is needed, and how to put it up.

PORT TOWNSEND

Is the Port of Entry for Puget Sound. It is the headquarters for Puget Sound shipping.

PORT TOWNSEND

Is on the route of all northern traffic, and is the last American port of call for Alaska-bound steamers.

LOOK AT PORT TOWNSEND

On the map opposite this page, and you will see why it is called the Key City of Puget Sound. It is the key to Puget Sound commerce.

WE CAN OUTFIT YOU

From 10 to 20 per cent cheaper than any other place on the Pacific Coast.

Why is Port Townsend the Cheapest and Best Place on Puget Sound to Buy a Klondike Outfit?

BECAUSE

- Our rents are small.
- Our expenses are light.
- We know what you want.
- We know how to pack it.
- We are old hands at the business.
- Our freight is put on top of all other, and is first to be unloaded.

WE ARE CHEAPEST

Port Townsend secured the contract for supplying the U. S. revenue cutters in competition with all other cities on Puget Sound.

PORT TOWNSEND

Is the headquarters for the biggest Copper River and Cook's Inlet Steamship and Mining Company on Puget Sound.

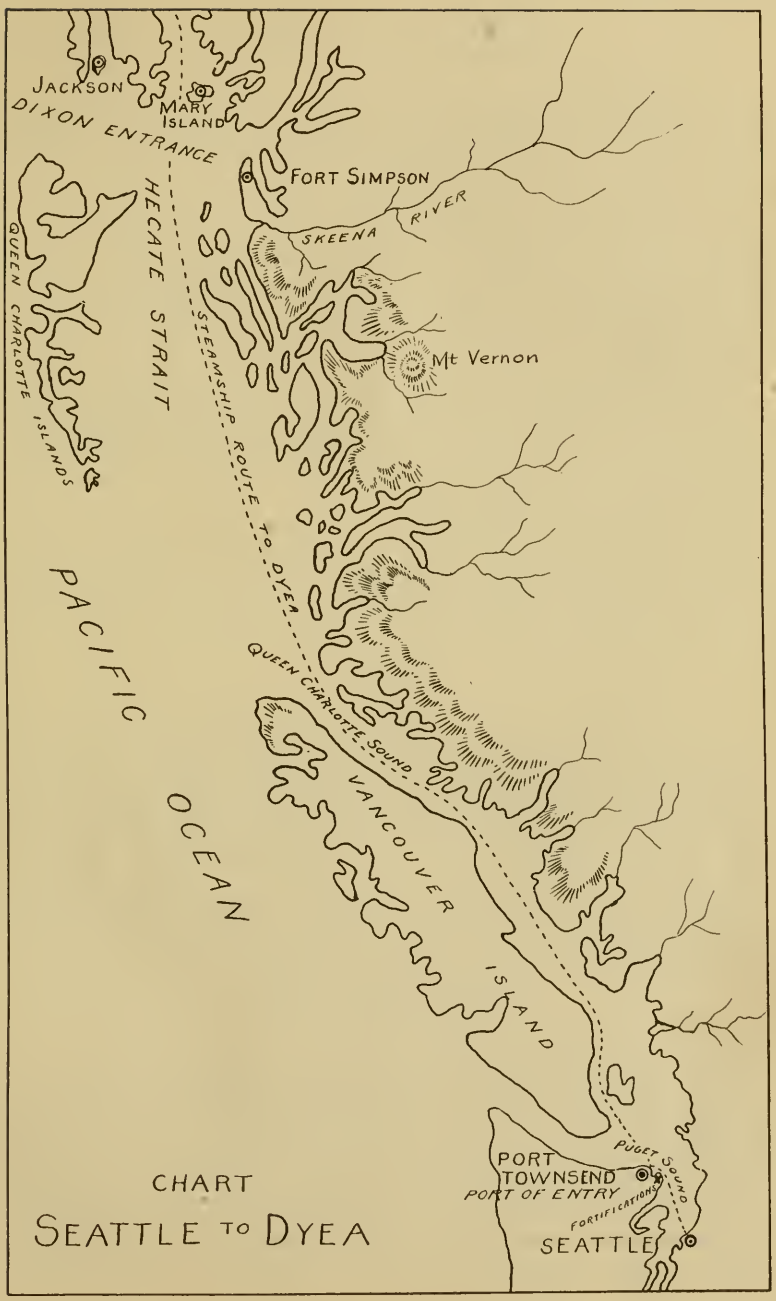
PORT TOWNSEND

Has homes and hotels for hundreds of transient people, and will care for them at most reasonable rates.

Address

FRANK PLUMMER, Secretary Board of Trade,

Port Townsend, Washington.


JACKSON
MARY ISLAND
DIXON ENTRANCE
HECATE STRAIT
QUEEN CHARLOTTE ISLANDS
FORT SIMPSON
SKEENA RIVER
Mt Vernon
STEAMSHIP ROUTE TO DYEA
QUEEN CHARLOTTE SOUND
VANCOUVER ISLAND
PACIFIC OCEAN
PUGET SOUND
PORT TOWNSEND
PORT OF ENTRY
FORTIFICATIONS
SEATTLE
CHART
SEATTLE TO DYEA

SEATTLE TO DYEA.

The transportation lines at present operating, with others projected, insure ample future accommodation from Seattle to Dyea. The distance is about 800 miles, and the steamships make the run in from three and one-half to six days. The course is over what is known as the inside passage, being inside an almost continuous chain of islands. No open water is experienced except Queen Charlotte Sound, Dixon's Entrance and Millbank Sound, and through those seasickness is rarely experienced, even in rough weather.

Between Seattle and Dyea the regular stopping places are Port Townsend, the port of entry for Puget Sound, Mary Island and Juneau; and stops will be made at Fort Wrangel, Haines' Mission and Skaguay for anyone going by way of the Stikeen River, the Daulton trail or White pass.

Port Townsend has always been a place of some importance as a Yukon ontfitting point, by reason partly of it being the last point touched at by Alaskan steamers.

DYEA.

Dyea is a sub-port of entry, and the headquarters also of the United States Commissioner and the Deputy Marshal. Wharves and warehouses are projected here, but if the prospector does not wish to store his goods he can find camping ground about one mile back from the landing.

Every outfit should receive the personal attention of the owner, to see that it is properly landed and protected.

CHILKOOT PASS.

The winter and spring trail follows the bed of the river from Dyea to the foot of the canyon, a distance of about seven miles. From there the trail turns to the right and follows up the bed of a small stream putting into the Dyea river, to Sheep Camp, about six miles beyond. This point, Sheep Camp, should be made the first permanent camping place after leaving Dyea. There is no timber between there and Deep lake, a distance of about eleven

miles, and therefore this latter point is to be made the next permanent camping place.

The moving of the outfit between these points requires care and the exercise of good judgment. It can be sledded to the Scales, and from that point has to be packed to the summit, a distance of about three-fourths of a mile. The whole outfit should be taken from Sheep Camp to the summit as rapidly as possible, and there cached. The goods here should be well covered and protected, as it frequently happens that a sudden storm prevents their being moved from this point for many days at a time, and is also sometimes true at Sheep Camp. In moving over this distance your personal comfort should be looked after, and heavy clothing taken along for protection in case of a sudden storm. It is the custom of old miners, also, to put in their outfit some dry kindlings and wood for use in case of an emergency.

From the summit the outfit should be taken over the ice until open water is reached. In early travel this is usually as far as the foot of Lake Marsh, and sometimes even to the foot of Lake Lebarge. This is the beginning of Thirty Mile river, in which, on account of the swift current, the ice freezes in hummocks, along which there is more or less open water, rendering it impracticable to sled.

What is known as winter and spring travel on the Chilkoot, continues usually until about the middle of May; that is, the transportation of goods on the ice and snow, by means of sleds. During this period the conditions for transportation are usually most favorable during the month of March; and as a usual thing those who leave Seattle during February are as far advanced as those who leave earlier.

The length of time required to take an outfit from Dyea to the summit is problematical, depending upon the prospector's experience, conditions of the weather, size of the outfit, etc. Under ordinarily favorable circumstances a man moving his outfit alone will get it from Dyea to the summit in about two weeks. This is not taking into consideration, on the one hand, delays by storms, nor on the other, any assistance he might have from others, or with dogs.

In the spring of 1895, Mr. Sallee made the trip from Seattle to the Klondike river, by way of this pass, in thirty days, without dogs, having an outfit of 900 pounds.

Chilkoot Railroad & Transport Company

HUGH C. WALLACE, President
W. G. PEARCE, Vice-President
A. T. PRICHARD, Treasurer
GEORGE McD. ARKLEY, Acting Secretary
NELSON BENNETT, General Manager
A. McL. HAWKS, Chief Engineer

This Company has at the present time (December 5th, 1897), a railroad under construction from Dyea to the mouth of Dyea Canon. It will be completed by December 15th. The company also has under construction an aerial tramway, of the Bleichert system, made by the Trenton Iron Company, of Trenton, N. J. connecting the terminus of the railroad at Dyea Canon with Crater Lake, running over the summit of Chilkoot Pass. The cable system will be in operation by January 15th. Its capacity will be 150 tons per day. Passengers can step off the steamer at Dyea and with their freight and outfits be landed on Lake Linderman, the headwaters of the Yukon in twenty-four hours.

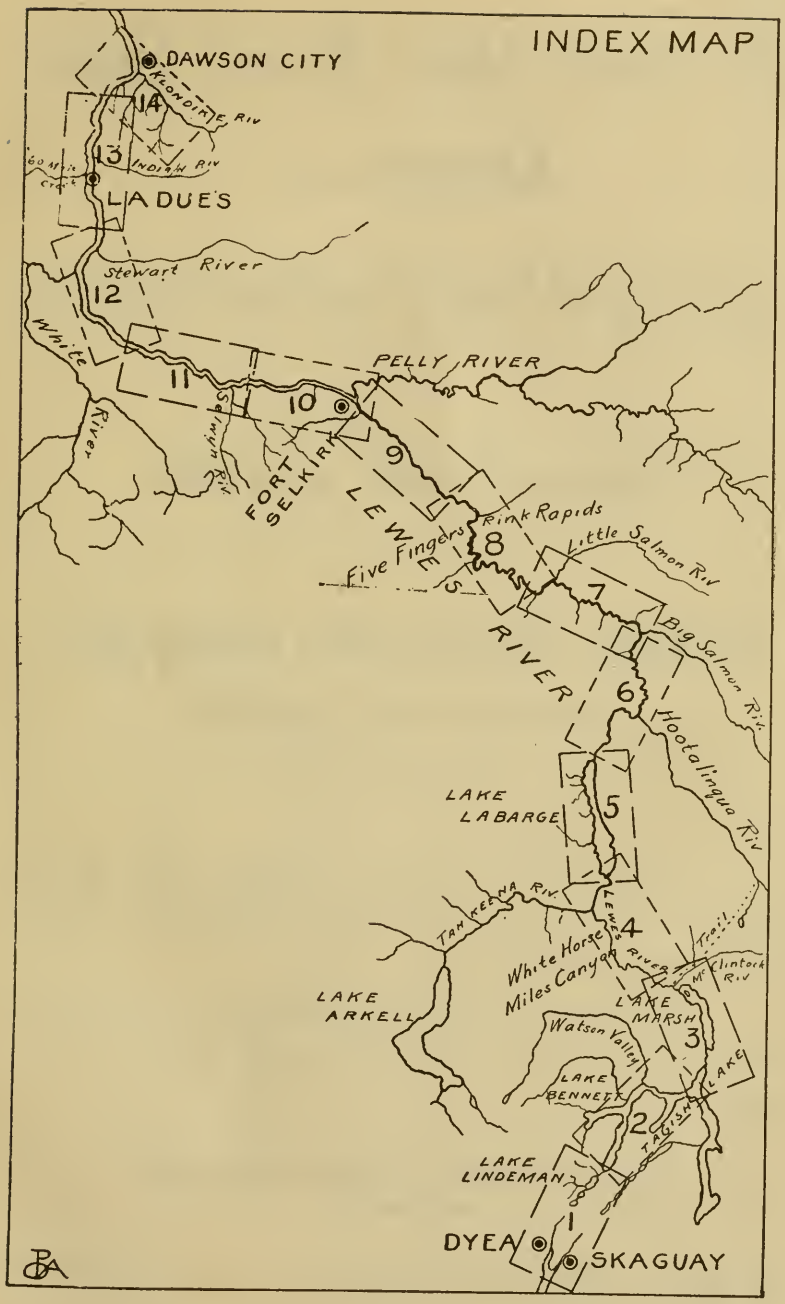
The completion of this line solves the problem of cheap, easy and expeditious transportation to the Klondike, as it removes the peril and hardship of the trip, greatly reduces the expense and saves thirty days time.

The schedule of rates will be fixed January 1st, and will be furnished upon application.

Address all communications to

CHILKOOT RAILROAD & TRANSPORT COMPANY

TACOMA, WASHINGTON


INDEX MAP
DAWSON CITY
KLONDIKE Riv
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INDIAN Riv
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White River
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PELLY RIVER
10
Sixmile Riv
FORT SELKIRK
9
LEWES RIVER
Five Fingers
Rink Rapids
8
Little Salmon Riv
7
Big Salmon Riv.
6
Hootalinqua Riv
LAKE LABARGE
5
TAHKEENA Riv
LEWES
4
White Horse
Miles Canyon
River
Trail
Mt Flintock Riv
LAKE ARKELL
LAKE MARSH
3
Watson Valley
LAKE BENNETT
2
LAKE
LAKE LINDEMAN
1
DYEA
SKAGUAY

The Seattle-Alaska General Supply Company.....

Can Fit You Out Complete From One Establishment

EVERYTHING YOU NEED IN ALL LINES

THE MINERS AND PROSPECTOR'S HEADQUARTERS

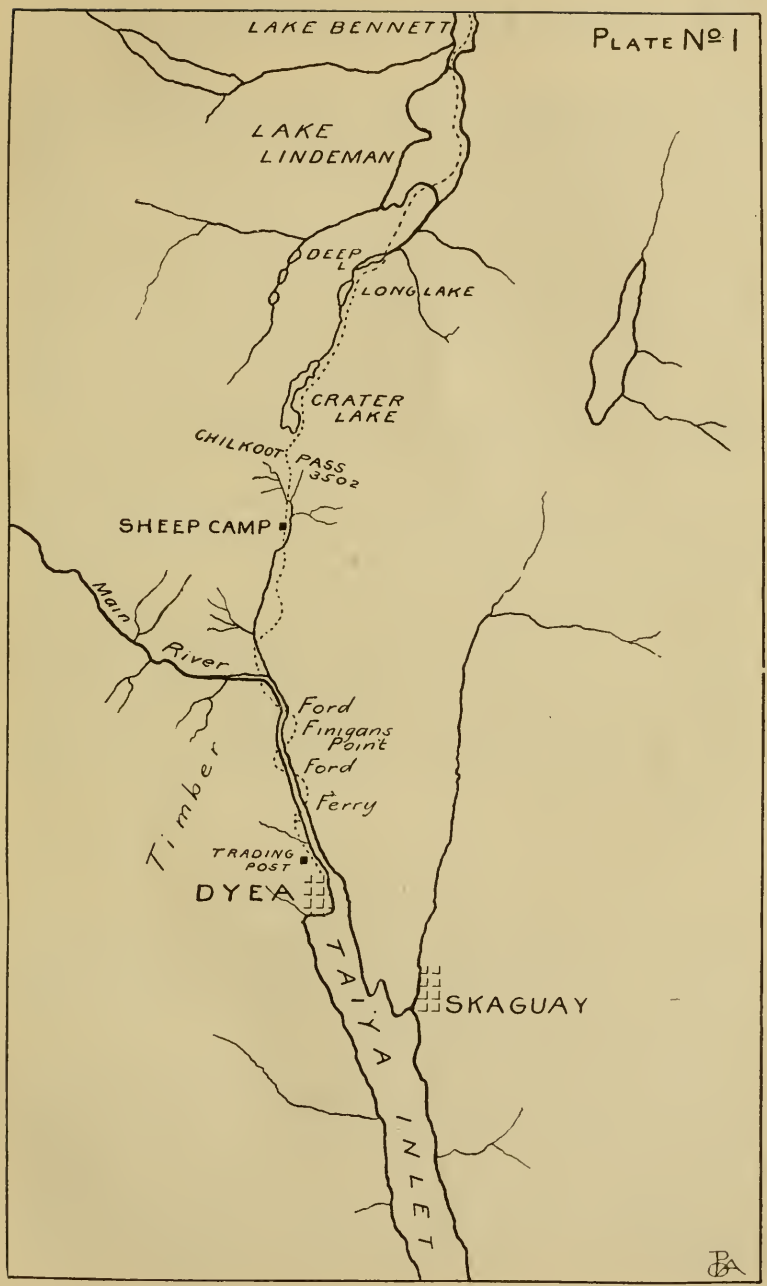
LARGE READING ROOM IN CONNECTION

We solicit the Alaska Outfitting Trade of the future, and therefore, guarantee everything which leaves our establishment.

Estimates cheerfully furnished and all information desired promptly given, either personally or by mail.

DEXTER HORTON BANK BUILDING
(SIX FLOORS)

106-108-110 WASHINGTON STREET SEATTLE


LAKE BENNETT
PLATE No. 1
LAKE LINDEMAN
DEEP L.
LONG LAKE
CRATER LAKE
CHILKOOT PASS 3502
SHEEP CAMP
Main River
Ford
Finigans Point
Ford
Ferry
Timber
TRADING POST
DYEA
TAIYA INLET
SKAGUAY

SUMMER TRAVEL ON THE CHILKOOT

Begins after the snow and ice have gone. The trip is then more difficult. Goods may be freighted on wagons to Finnegan's Point, a distance of about four and one-half miles from Dyea, and from there pack horses may be used as far as The Scales, which is within three-quarters of a mile of the summit. It is a difficult matter to get horses over the summit, but during the past summer four or five sure-footed and experienced pack horses were taken over, and used to advantage between there and Lake Lindeman. In the absence of horses goods may be packed the whole distance from the summit to Lake Lindeman, about nine miles, or they may be ferried across the intervening lakes (Crater, Long and Deep lakes), which aggregate nearly four miles in length.

Or, leaving Dyea, goods may be freighted in boats or canoes on the Dyea river to the head of canoe navigation, a distance of about five and a half miles. The Dyea is a swift and somewhat treacherous stream, and boating or canoing up it is difficult and accompanied by some risk to the outfit.

An aerial tramway is now being constructed from Dyea to Lake Lindeman, by the Chilkoot Railroad & Transport Company, of Tacoma. The line will be in operation by the first of February, and the company propose, for a moderate charge, to relieve prospectors of the trouble and risk of transporting their goods across this pass.

OTHER ROUTES.

Besides the Chilkoot pass, the chart of which is published in these pages, the land routes into the Yukon are the White pass, or Skaguay trail, the Chilkat pass or Dalton trail, the Stickeen route, and the Taku or Juneau route.

White Pass or Skaguay Trail. During the summer of 1897 this route was extensively advertised, and probably upwards of four thousand people attempted to cross it. Of these, only an insignificant number reached Lake Bennet in time to go down the river, the pass having proven a failure. Late in the summer, when the impracticability of the trail became apparent, the citizens of Skaguay sent a corps of engineers into the field to lay out a

new route. It is stated that this has been done, and that a wagon road is now being constructed along it, and that a tramway is also being constructed.

THE STICKEEN ROUTE. Starting at Fort Wrangel, at the mouth of the Stickeen river, this route leads up the river for a distance of about 150 miles, to Telegraph creek, and from there it is about 150 miles along the trail to Lake Teslin, which opens into the Hootalinqua river, a tributary of the Yukon.

The trip up the Stickeen river is made by steamer. It requires considerable time on account of the difficulty of navigation, sometimes being as long as two weeks making the trip. The trail from Telegraph creek to Lake Teslin is said to be easy, with some grass along the way for horses. Lake Teslin is about 80 miles long. There seems to be some question whether the Hootalinqua river, into which Lake Teslin opens, is navigable at its headwaters.

TAKU ROUTE. The route, leading from the head of Taku inlet to Lake Teslin, has been looked upon as a feasible route for a railroad, principally because of the slight elevation, as compared with some of the other routes. But its practicability in the absence of a railroad, remains to be demonstrated.

DALTON TRAIL, OR CHILKAT PASS. This trail starts at Haines' Mission, on Chilkat inlet of Lynn canal, and travels about three hundred miles of country and strikes the Yukon near the Pelly river. In some respects it is a route to be favored. Its distance is against it, but there is plenty of feed along the route for pack animals, and the grade is easy. It is the favored route for driving in cattle, or taking large pack trains during the summer season when the ground is free from snow. It intercepts the Yukon below all the dangerous rapids except the Five Fingers.

The summit of this trail is about forty-five miles from the coast, and the elevation about 3,000 feet. Dalton's trading post is about 100 miles from the coast. Along the valleys it is well timbered. The route is used largely by miners returning from the interior in the late fall or early winter, to avoid the difficulty of poling up the Yukon, and to cut off the White Horse rapids, the Canyon and Thirty-Mile river.

MARK YOUR GOODS IN CARE OF **Chilkoot Railroad and Transport Co.**

TAKE NO OTHER "IT IS THE BEST"

The" Hickory" Hand Sled

Caveat filed, constructed with our patent socket devices and rods which combine runner, knee and rave together, making the strongest and most durable sled ever made. The sled is so constructed that it can be easily closed together, making a large saving in freight rates. Experience has proven that the knee on the mortised sleds will break off at the tenants in the runner, same being too light and having no iron braces.

We also manufacture HORSE BOB SLEDS suitable for Alaska.

Our Sleds are sold by all leading outfitting houses in Seattle and Tacoma, Wash.

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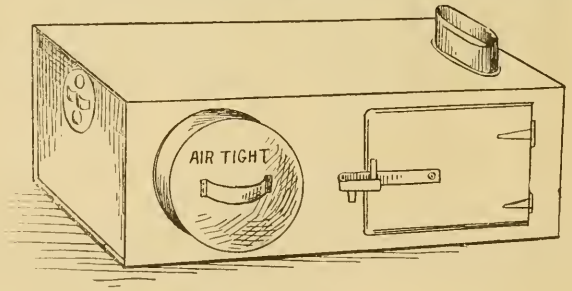

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IT BURNS ANY OLD KIND OF WOOD and IT WILL HOLD THE FIRE ALL NIGHT

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BOAT BUILDING.

The fact that more than one-third of the distance from Seattle to Dawson City has to be made in small boats, and that small boats furnish the only means of transportation from one district to another, will indicate the attention which this item of the journey demands.

The conditions demand, first, a boat large enough to carry the outfit, and substantially built, and second, a boat capable of transporting goods up stream as well as down.

The difficulties of the Canyon, the White Horse and other rapids are such that a boat must be strongly built, and it should be at least twenty feet long. If it is to be carried in with the outfit it should be in sections; the shorter the better, as it is practically impossible to carry boat lumber of full length over the pass.

For up river transportation nothing but the batteaux pattern is practicable, on account of the swift current, both of the Yukon and its tributaries.

As elsewhere stated in these pages, in spring travel the prospector should go as far as possible on the ice. He will then construct his boat when open water is reached. Timber for boat building may be found most anywhere from Lake Lindeman on down, that along Lake Marsh and in that vicinity being more accessible and of a better grade than along Lake Lindeman or Bennett. If the portage is made from Lake Marsh across to the Hootalinqua river, good timber for boat building may be found all along this stream.

The first thing necessary to the construction of a boat is the building of a saw-pit. This is done by putting up horizontal supports seven or eight feet above the ground, on which the logs are placed for sawing, one man beneath and one on top. The distance these supports are apart depends upon the length of the boat to be built, but they are usually about sixteen feet apart. Sometime four trees can be found which can be cut down for these supports to rest on, if not they will have to be constructed. Great care should be taken to have the saw-pit substantially built, to avoid accidents from any of the timbers slipping out of place.

The log should be securely fastened to these supports and each edge slabbed off, then turned down and sawed into boards ⅞ of

an inch in thickness, the log being carefully lined both on top and bottom so as to get the boards of uniform thickness all the way through. For convenience the log should be thus marked off into the full number of boards it will make before starting to saw it, and each board can then be sawed down to the first support before moving the log.

The boards usually need some dressing, and the slabs may be used for oars and cross-timbers for the boat.

It is reported that a syndicate has secured concession from the Canadian government of the timber along these lakes, which, if true, will throw the most serious obstacle yet encountered in the way of the prospectors constructing their own boats.

LAKE LINDEMAN.

In summer travel, the river journey begins at Lake Lindeman. It is about five miles long, with an average width of about one mile, and can be crossed at all times without difficulty. There is timber for boat building at the head of the lake, but it is of an inferior quality, and somewhat inaccessible. Some adopt the method of improvising a raft here to convey their goods further down where better timber can be found.

The outlet of this lake is the stream connecting it with Lake Bennett, where a portage has to be made.

The Seattle Transfer Company offers every facility for short or long storage.

Klondike Information

I have just returned from Klondike, and can furnish reliable information to both

LADIES AND GENTLEMEN

Concerning the Trail, Mines and Outfitting. Fee, $1.00. Call or address

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ROOM 500, SEATTLE NATIONAL BANK BLDG. SEATTLE, WASH.

KLONDIKE BOAT QUESTION SOLVED

(FROM A PHOTOGRAPH.)

SEE those five stripes down the side?

That's where the sections of this boat are bolted together, STRENGTH GUARANTEED.

SEE those seventeen people?

They weigh over 2800 pounds, and sink the boat but 8 inches in the water.

It is the Only Practical Yukon Boat Because:

1. Built expressly for the Yukon trip, and STRENGTH IS THE FIRST CONSIDERATION OF ITS CONSTRUCTION.
2. Built in sections, no part being over four feet long.
3. Total weight, 200 pounds, and may be divided into sections weighing about 35 pounds each.
4. May be taken apart or put together in twenty minutes, and done any number of times without trouble or injury.
5. No nails, screws, pitch, oakum or other such substance used.
6. May be shortened by taking out one or more sections.
7. Built in either skiff or batteau pattern.

Last year but two boats were taken over the trails, on account of inconvenience of packing. THIS BOAT MAY BE CARRIED AS CONVENIENTLY AS A SACK OF FLOUR.

No delay at the lakes in building boats of inferior timber.

Ferry charges saved at Crater Lake and other lakes, by putting boat together temporarily.

The demand for this boat already exceeds the manufactured supply. They will be manufactured on advance orders upon remittance to the Puget Sound National Bank, Seattle. **Twenty Foot Boat, $50.**

KLONDIKE SECTIONAL BOAT CO.

YARDS AT END OF LAKE UNION CAR LINE **JOHN SAGMEISTER. Mgr.**

PORTAGE FROM LAKE LINDEMAN TO LAKE BENNETT.

In making the trip down the lakes after the ice breaks up the boat will have to be run through from Lake Lindeman to Lake Bennett empty, or practically so, and the goods portaged around.

This portage is less than a mile in distance, and is one of the points at which a tram is projected. It is a good road with but a slight elevation, and the boat and outfit can be transferred in a day. The commissary box, which is usually the most inconvenient thing to carry, may be left in the boat.

By the exercise of ordinary caution the boat can be run through without danger of injury. There is opportunity to carry a line down the right hand bank, and as a matter of safety this should be done, with one man in the boat to direct its course and keep it clear of rocks. It may be necessary to portage the boat between the points "B" and "C" marked on the chart, depending upon the volume of water. If the boat is not portaged it should be taken down the right hand bank, and particular care taken to avoid the projecting rock on the left hand bank opposite this point. A dotted line on the chart indicates the boat's course.

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LAKE BENNETT.

Lake Bennett, into which the portage from Lake Linderman opens, is about twenty-five miles long. For the first twelve miles it is scarcely more than a mile wide, and from this point, where an arm enters it on the left, it will average about five miles in width. There is always a strong wind on this lake, particularly the narrow strip at the head. In the spring the prevailing winds are north, and in the fall, south; though of course they shift more or less at all seasons. It is impossible to cross the lake in the face of a south wind, and boats are sometimes delayed at the head of the lake for days at a time. The course is along the right hand shore, as indicated on the charts.

CARIBOU CROSSING AND TAGISH LAKE.

Caribou Crossing, so called because it is the crossing place for the bands of caribou in their migration south in the fall and return in the spring, connects Lake Bennett and Tagish lake. The channel is crooked and shallow, and the current moderate.

What is known as Windy Arm enters Tagish lake from the right about two miles below Caribou Crossing. Strong winds blow directly across the lake opposite the arm, from about ten o'clock in the morning until evening, and many boats are wrecked here. The most favorable time to cross the lake is in the evening or at night, and the boat's course should be kept well to the left hand shore.

The Canadian police and customs officers are located on the bank of the river connecting Tagish Lake and Lake Marsh, about one and a half miles below Tagish Lake.

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A KLONDIKE SAW MILL IN OPERATION

Weight of plant complete 4,000 pounds. Capacity 5,000 to 10,000 feet per day. Packed in cases of 200 pounds or less. Can be handled on dog sleds or horses.

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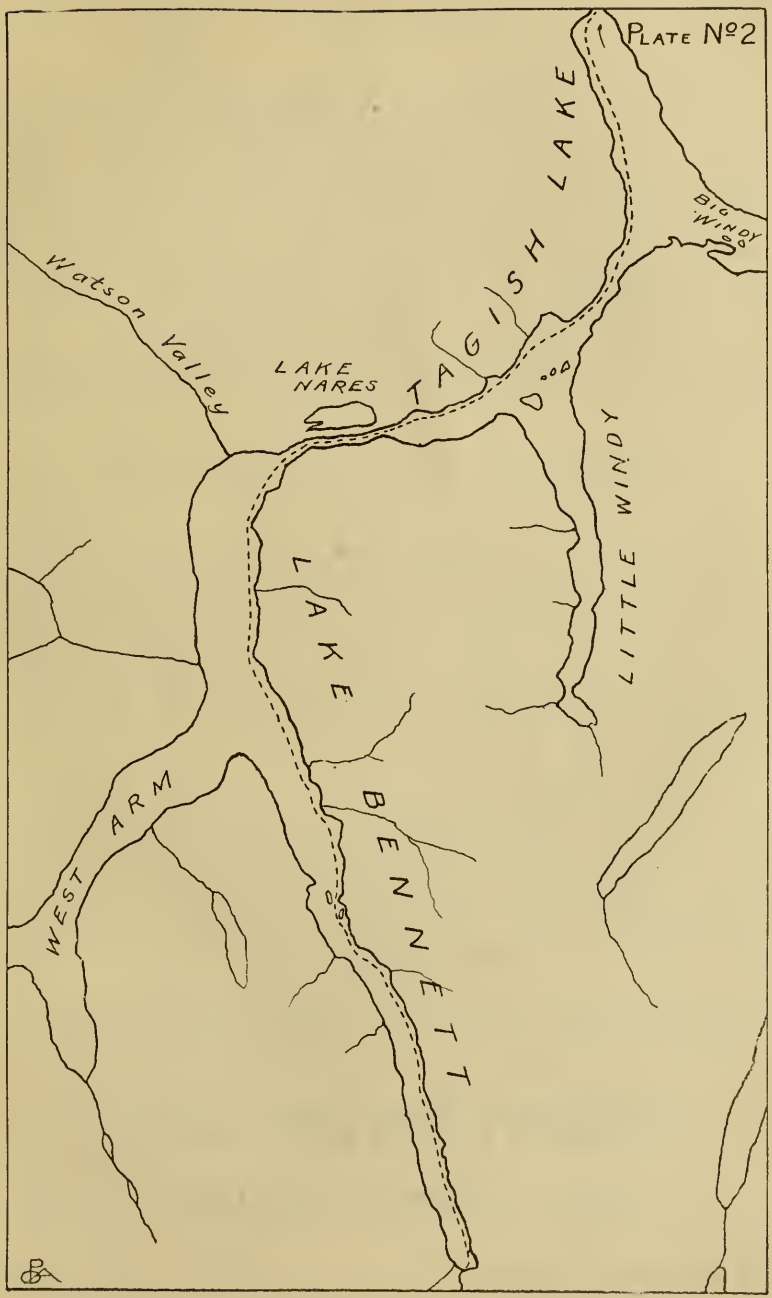
PLATE Nº2
TAGISH LAKE
BIG WINDY
Watson Valley
LAKE NARES
LAKE BENNETT
LITTLE WINDY
WEST ARM

LAKE MARSH.

Lake Marsh, which is about six miles below Tagish lake, is connected with it by a wide river with a sluggish current. This lake is a fine body of water about twenty miles in length, with an average width of from two to four miles. At the head of the lake the water is very shallow. There is good timber at the foot of the lake, and along the left shore, and the right shore is bordered by a broad valley, back of which are rolling hills. The valley and hills have a growth of grass but no timber.

Lake Marsh is entered on the right at the foot by the McClintock river, and here is the starting point for what is known as the

PORTAGE TO HOOTALINQUA RIVER.

The McClintock river drains a low rolling country to the east of Lake Marsh, and in the early spring goods may be sledded up the river for a distance of some twelve miles, and the stream which puts into the north side of the river should be followed from here for a distance of about four miles, thence a northeasterly direction taken for about five miles, which will take you across the divide. From here any of the gulches leading down to the Hootalinqua river may be taken.

The distance across this portage is not to exceed thirty-five miles, and by taking it and going down the Hootalinqua to its junction with the Yukon, or Lewes, all the bad waters of the latter are avoided except the Five Finger rapids. The trip down the Hootalinqua may be made as far as possible on the ice, as there is good timber all along for boat building.

When You Go We will sell you a pair of gold scales; **Lowest Price.**
When You Return We will buy your gold dust; **Highest Price.**

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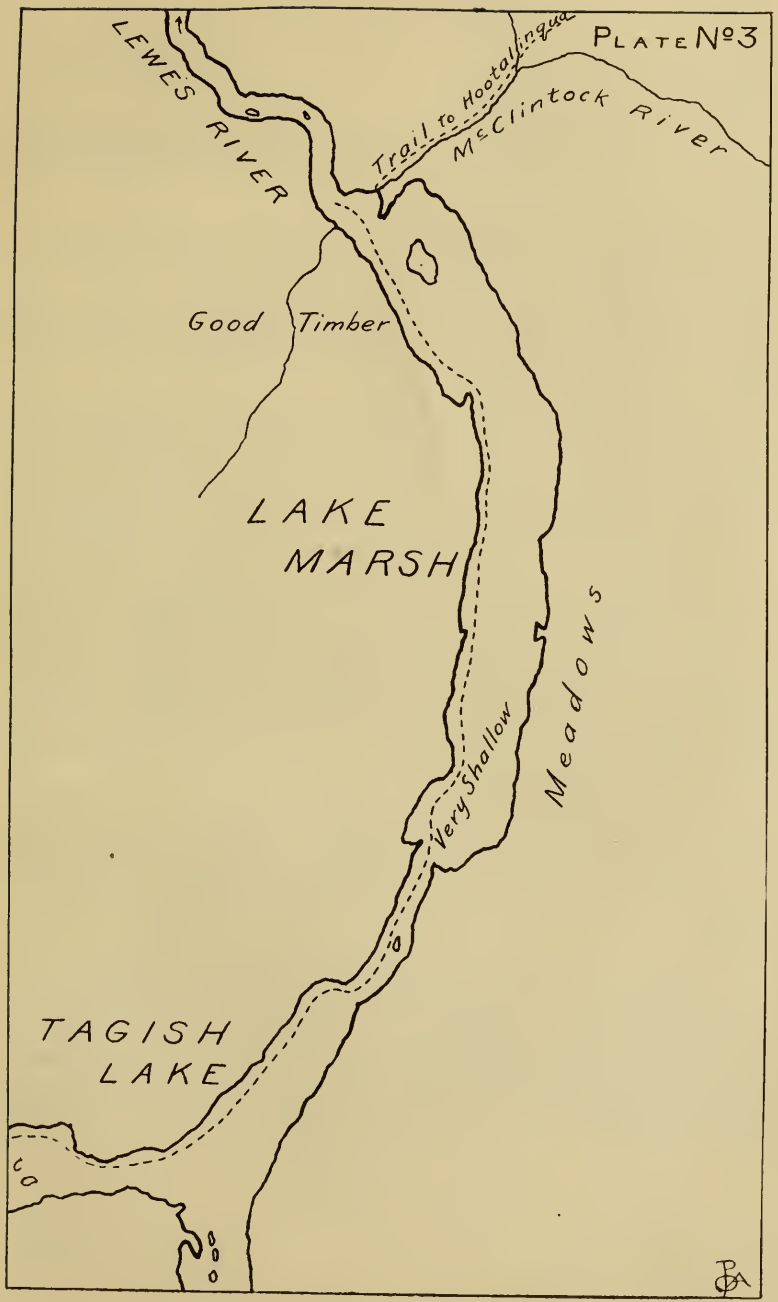


PLATE Nº3
LEWES RIVER
Trail to Hootalinqua
McClintock River
Good Timber
LAKE
MARSH
Very Shallow
Meadows
TAGISH
LAKE

MILES CANYON.

Leaving Lake Marsh behind, about twenty-three miles below is encountered Miles Canyon.

This is the first bad piece of water reached after leaving Lake Bennett, and in some respects is the most dangerous part of the river.

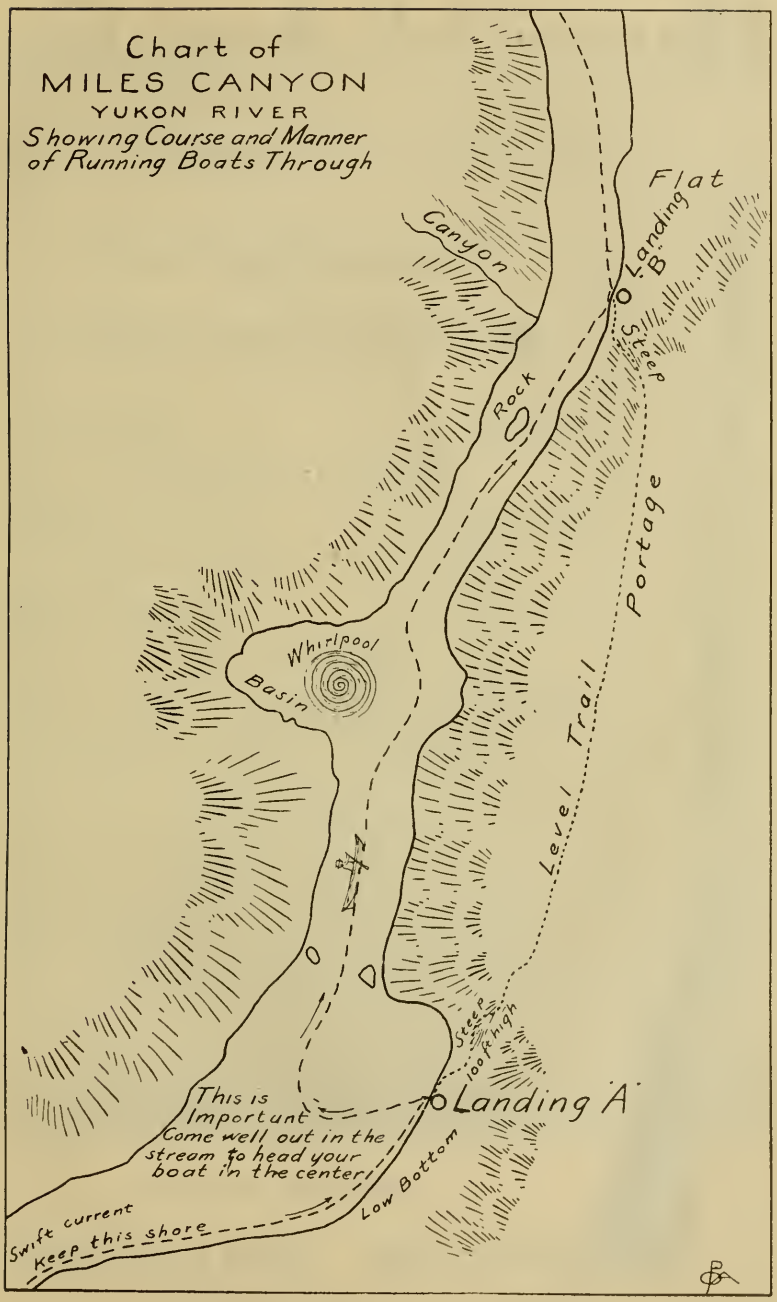
The approach to the canyon will be detected by the increase in the current of the river, which is quite perceptible for about three miles above it, and occasional boulders will be seen. In the approach care should be taken to keep near the right hand bank, and a landing may be safely made in the eddy on the right hand side at the head of the canyon.

The canyon has an average width of about one hundred feet, between walls of solid rock rising from fifty to one hundred feet in height, its peculiarity being the fact that the water cones up in the center, being from three to four feet higher than at the sides.

In making the start through the boat should be pulled well out into the stream as indicated on the chart, and kept on the crest of the cone, with one man at the oars and another steering. About half way through the river broadens out into a basin on the left hand side, reducing the cone to the level of the river, and forming a whirlpool. The boat's course should be directed slightly to the right, cutting through the edge of the whirl, and directed onto the crest of the cone below.

Near the foot of the canyon is a large rock about the middle of the river, the course being to the right. At high water this rock is submerged, but its location can be determined by the general appearance. The landing is on the right hand bank just below the rock.

The boat, to make this run successfully, must be strongly built and not too heavily loaded. In fact, experienced Yukoners make it an imperative rule to portage a portion of their outfit around the trail indicated on the chart, so that they will not be left helpless in case of an accident, as it would be impossible to save anything from the wreck.



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Having the Pacific Coast Steamship Co's office in our Store we can procure rates and see that your freight goes with you.

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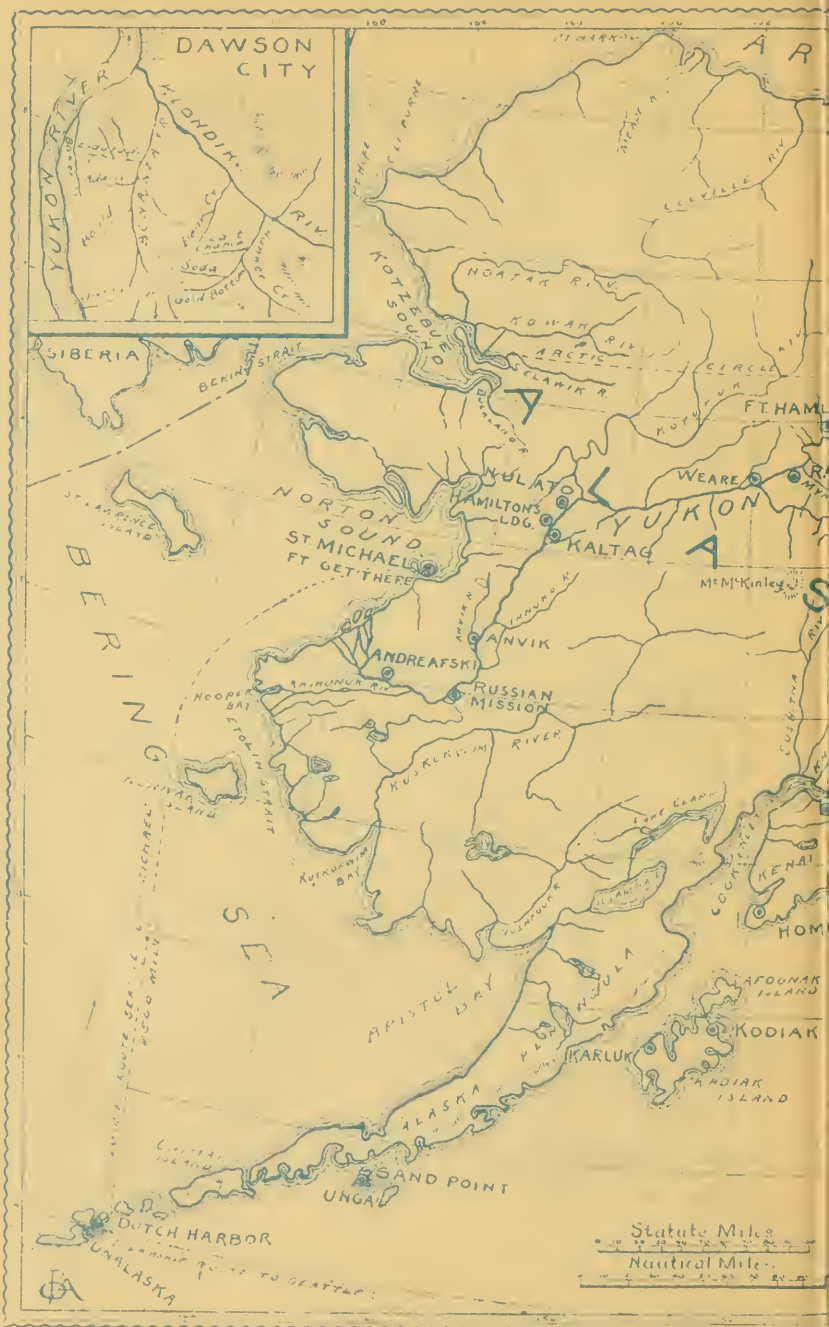
Looking down Miles Canyon


DAWSON CITY
YUKON RIVER
KLONDIKE
RIV
Bonanza Cr
Hunker Cr
Gold Bottom Cr
Sulphur Cr
Dominion Cr
Gold Run Cr
Quartz Cr
Eldorado Cr
Bonanza Cr
Hunker Cr
Gold Bottom Cr
Sulphur Cr
Dominion Cr
Gold Run Cr
Quartz Cr
Eldorado Cr
SIBERIA
BERING STRAIT
KOTZEBUE SOUND
NOATAK RIV
KOWAK RIV
ARCTIC
SELAWIK R
KOYUKUK R
FT HAM
NULATO
HAMILTONS LDG
WEARE
YUKON
KALTAG
NORTON SOUND
ST MICHAEL
FT GETTHERE
ANVIK
ANDREAFSKI
RUSSIAN MISSION
KUSKOKWIM RIVER
BERING SEA
HOOPER BAY
KUSKOKWIM BAY
BRISTOL BAY
ALASKA PENINSULA
KARLUK
KODIAK
KENAI
HOM
AFOGNAK ISLAND
KODIAK ISLAND
SAND POINT
UNGA
DUTCH HARBOR
UNALASKA
Statute Miles
Nautical Miles

GUIDE MAP OF
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ractical Kind For Yukon
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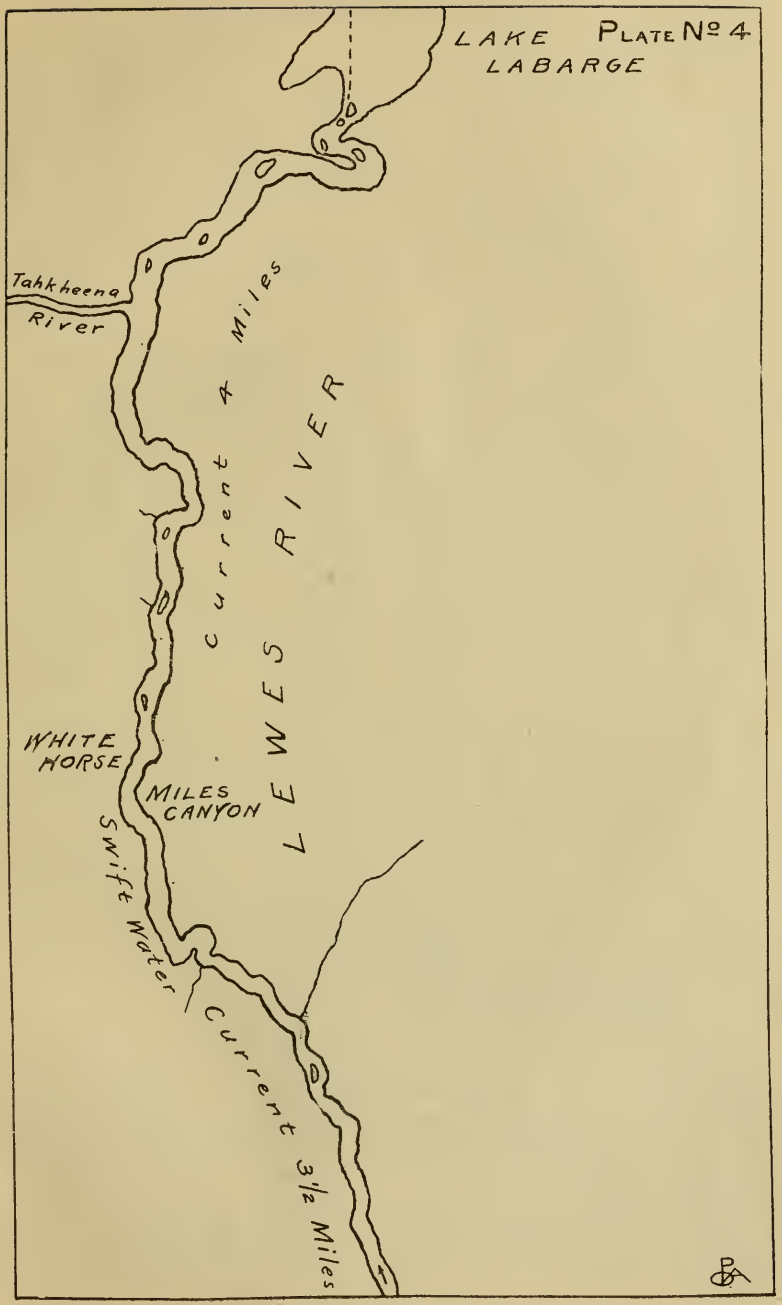

LAKE LABARGE
PLATE Nº 4
Tahkheena River
current 4 Miles
LEWES RIVER
WHITE HORSE
MILES CANYON
Swift Water
Current 3½ Miles

WHITE HORSE RAPIDS.

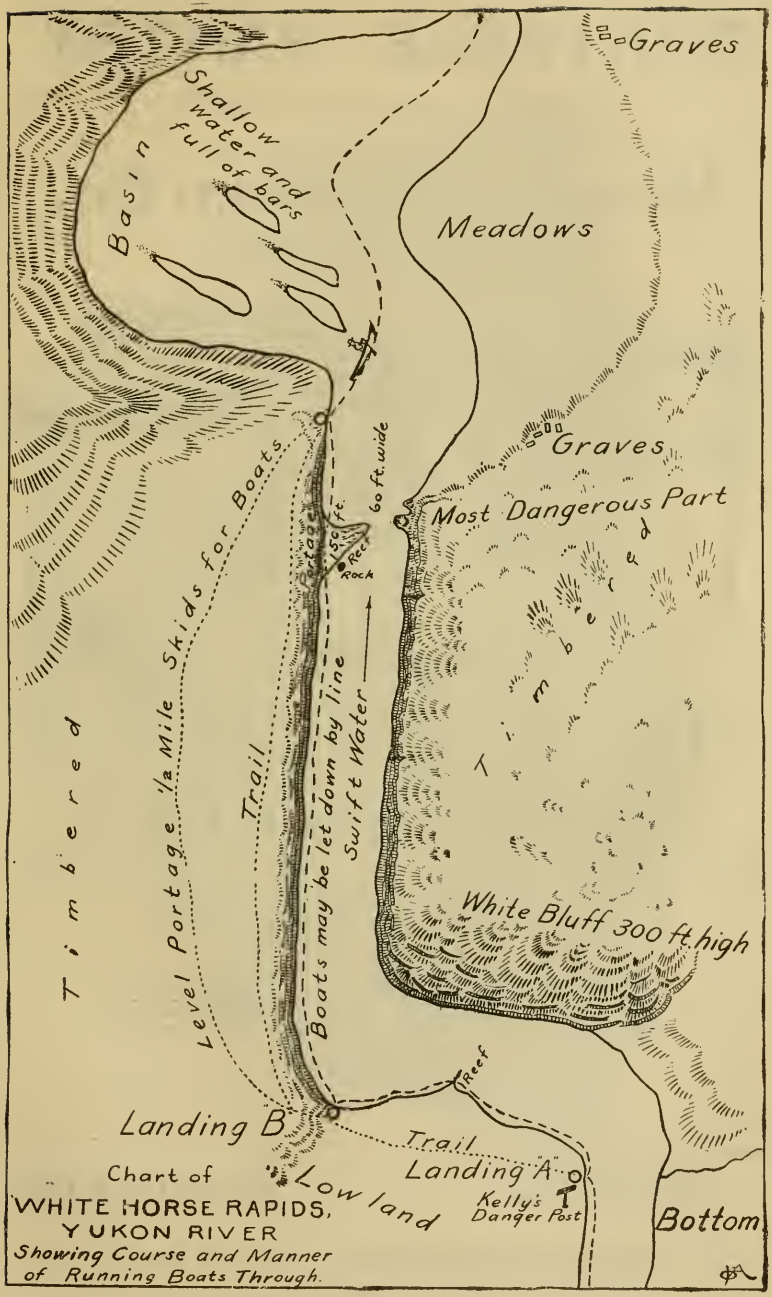
About three miles below Miles Canyon are the famed White Horse Rapids. The first indication the navigator has of this point is a sharp turn of the river to the left, and directly facing him on the right bank is a white bluff rising some 300 feet. At the lower end of this white bluff is a formation which is slightly indicative of a horse's head, and these characteristics give the place its name. This course of the river continues for about a quarter of a mile, when it makes a square turn to the right, and then comes the White Horse proper.

The river follows a straight course for about one-half mile between almost perpendicular walls twelve or fifteen feet high. The river is about 150 feet wide, and as at the Canyon no landing can be made after once entering its rushing waters. As at the Canyon, also, the great danger is at the foot of the course, where the river narrows, and a ledge of solid rock projects from the left hand bank fully half way across. The rush of the waters through this gorge necessarily concentrates its force at this point, and the waves are from three to five feet high, and come in such rapid succession that a boat which is less than 18 or 20 feet long, with any thing of a load in, cannot pick up the second wave, but plunges beneath its deadly waters.

Upon reaching the White Horse, landing should be made at the point "A" marked on the chart, on the left hand shore at the first bend, at which point will be found Kelly's Danger Post, and the boat should be kept well in to the left shore for half a mile above this point. From this point the boat should be let down by line to the point Landing "B" marked on the chart. From here on through, one of two plans may be adopted. The boat with outfit may be let down by line to the reef at the lower end; or, the outfit may be portaged from Landing "B" to the landing indicated below the reef. In case the first plan is adopted, the whole outfit, including the boat, should be portaged across this reef of rocks, a distance of about 150 feet.

This plan involves some risk to the outfit, which can be avoided by adopting the second plan, viz., of portaging the goods from Landing "B." In this case the boat has to be portaged across the reef below. Another plan which some adopt, is to portage the boat from Landing "B," where there will be found a trail with skids for boats, as indicated on the chart, leading to the point below the reef.

Under no circumstances should the attempt be made to run the boat from Landing "A" to Landing "B" without a line.



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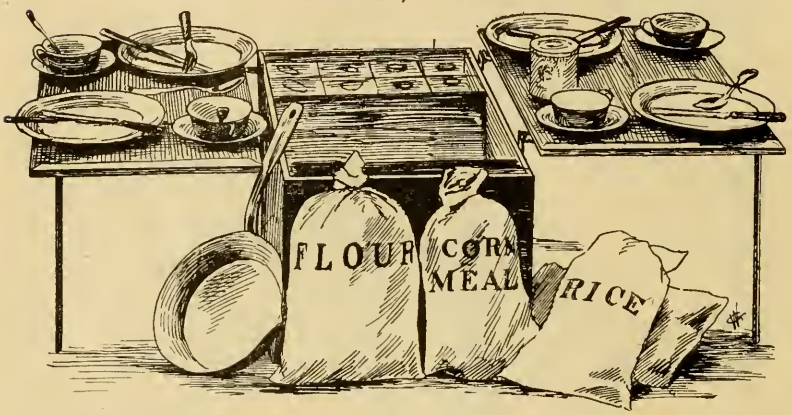

We also manufacture and sell Miners Clothing, Tents Tarpaulins, Provision and Clothing Bags, Boats, Sleds and Pack Saddles at lowest market prices.

We will furnish complete outfits on shortest notice, write or wire for particulars.

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FRONT STREET
FOOT OF CHERRY

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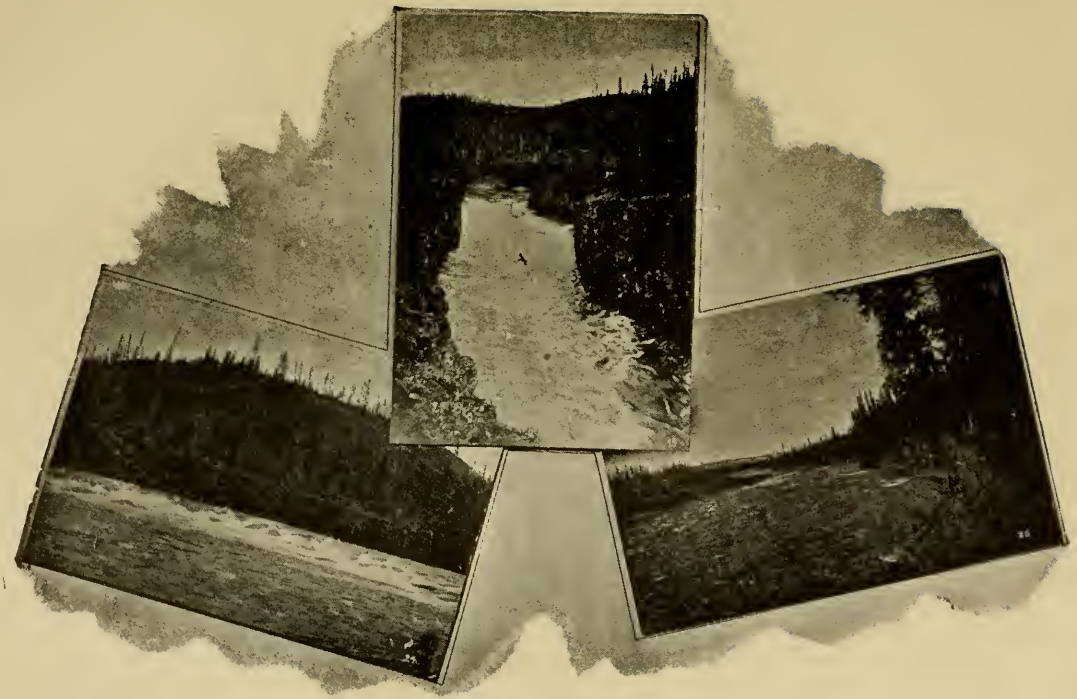
BEFORE GOING NORTH come and see me
I may be able to save you lots of pain.



White Horse Rapids

Shooting Miles Canyon

Head of White Horse Rapids

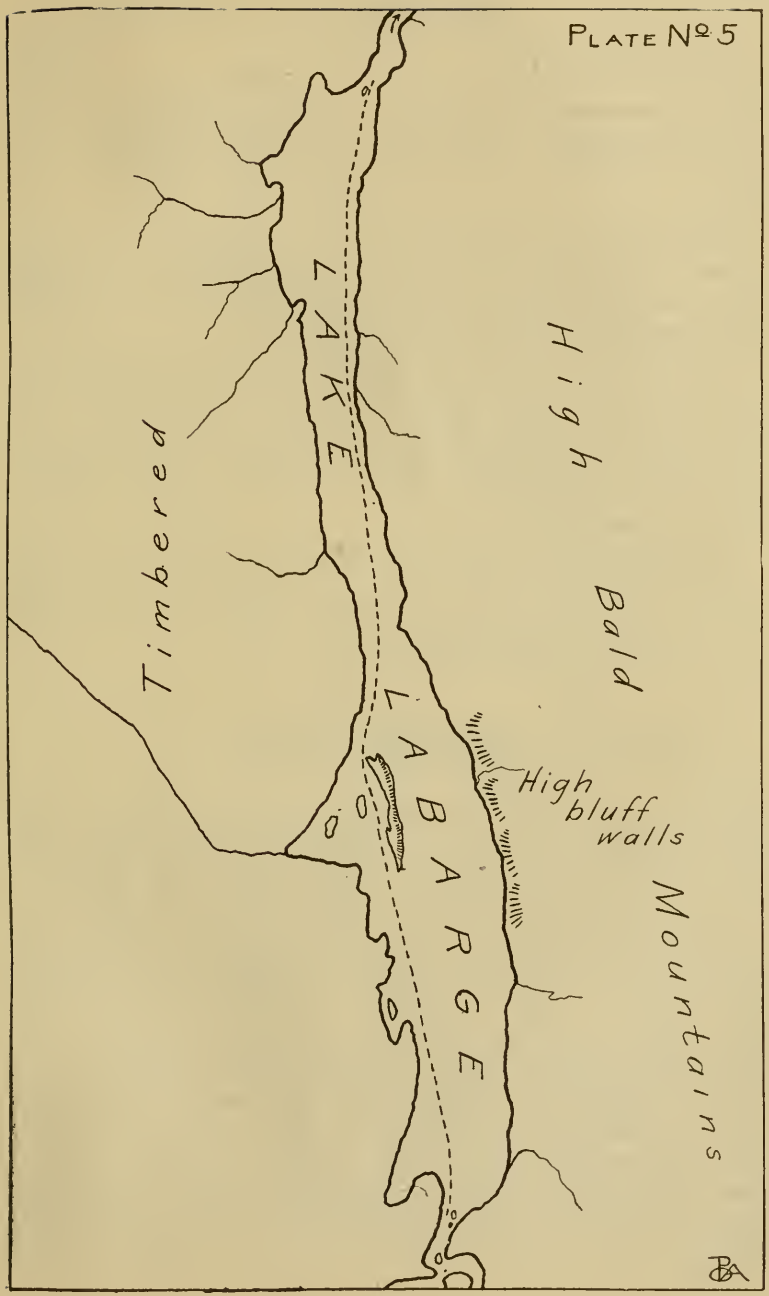


PLATE Nº 5
LAKE LABARGE
Timbered
High Bald Mountains
High bluff walls

LAKE LEBARGE.

For twenty-five miles below White Horse rapids no difficulty will be encountered, the widest channel being followed to avoid shoals and islands. About thirteen miles down the Tahkeena river puts in from the west, Lake LeBarge being about twenty miles below.

This is the last one of the lakes, and is regarded as a bad piece of water, being the most treacherous of all the lakes. It is about thirty-two miles long, and about half way down it is a small island lying somewhat toward the left bank.

The boat's course is along the left hand or west bank until this island is passed. The outlet to the lake is on the east side of the lower end, and if there is no wind a straight course may be taken to the outlet from the lower end of the island. If the weather is at all unfavorable, however, the west shore should be followed the whole distance around.

It is essential to follow the west bank, for in the event of being caught in a storm, the high and abrupt bluffs render it impossible to land anywhere along the east shore.

THIRTY MILE RIVER.

The stretch of river from the foot of Lake LeBarge to the mouth of the Hootalinqua river, a distance of about thirty miles, is of so distinctive a character that Yukoners have given it a distinguishing name, it being known as The Thirty Mile river.

It is a decidedly bad piece of water, the river being swift, crooked and full of rocks and boulders, and the channel in places quite narrow. It takes about three and a half hours to run the thirty miles, but during the whole time the best boatmen have their ability taxed to the utmost, and constant vigilance is required to keep the boat in the channel and free from the obstructions, the difficulties being enhanced by "sweeps" (trees with their tops reaching out into the stream), and which would be fatal to any boat coming in contact with them. No attempt should be made to run this stream until it is entirely free from ice.

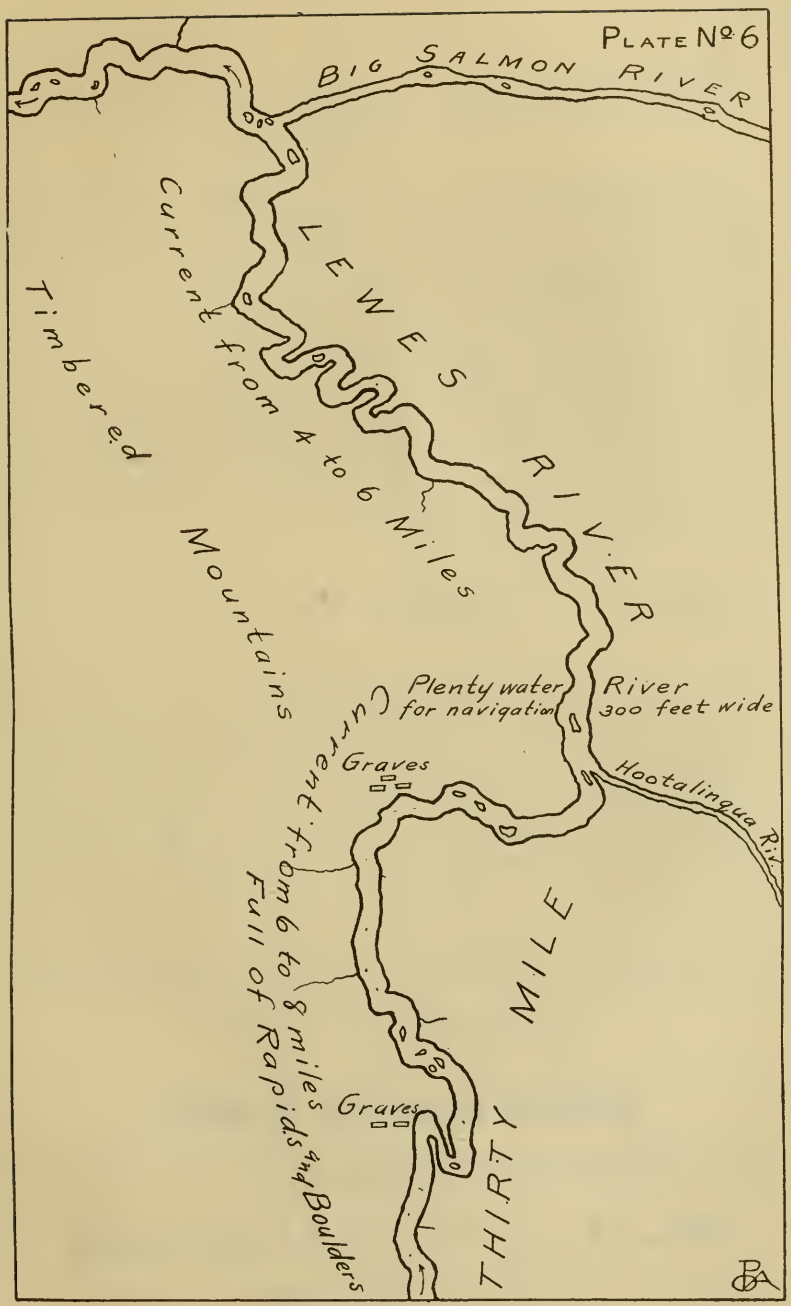


PLATE Nº 6
BIG SALMON RIVER
LEWES RIVER
Current from 4 to 6 Miles
Timbered Mountains
Plenty water for navigation
River 300 feet wide
Graves
Current from 6 to 8 miles Full of Rapids and Boulders
Graves
Hootalinqua R.
THIRTY MILE

THE HOOTALINQUA, BIG SALMON AND LITTLE SALMON RIVERS.

The Hootalinqua river is navigable for light draft steamers to Lake Teslin, the current being much milder than the Lewes. Much gold has been found along it, as well as along the Big Salmon and Little Salmon rivers. The Big Salmon is about thirty-three miles below the Hootalinqua, and the Little Salmon about thirty-six miles further down, all of these rivers coming in from the east. The Little Salmon is very swift, and can be run with boats but a short distance. Nothing but surface prospecting has been done on any of these streams, bedrock not having been reached so far as known. Some good quartz prospects have been found on the Little Salmon.

CASSIAR BAR.

For miles below the mouth of the Hootalinqua there are numerous bars, the one known as the Cassiar being about twenty miles distant, and on the west side of the river. Gold has been found on many of them, the Cassiar having been the most productive. Many small streams put into the Lewes all along here, and the indications are that it is a good country for prospectors.

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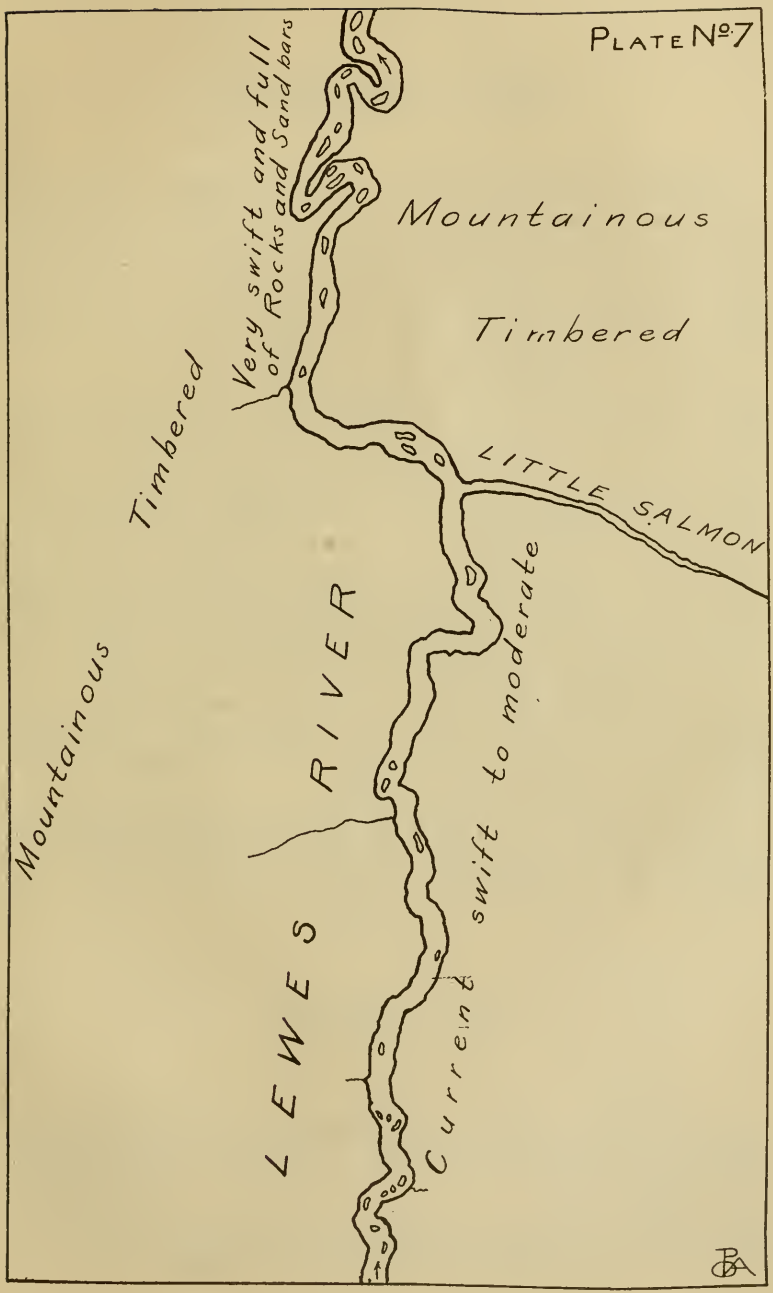


PLATE No. 7
Mountainous
Timbered
Very swift and full of Rocks and Sand bars
Timbered
LITTLE SALMON
Mountainous
LEWES RIVER
Current swift to moderate

FIVE FINGER RAPIDS.

This point on the river is one of nature's beauties. Five Fingers proper is formed by perpendicular walls of solid rock projecting from each side and rising almost perpendicular to a height of some fifty feet, with three piers between, rising to about the same height, and from forty to sixty feet apart, looking as though nature had intended to span it with a bridge.

About five miles above will be observed a tunnel which has been run into the bank on the right hand side, at an elevation of about twenty-five or thirty feet, from which a fair quality of coal has been taken. From this point on, a perceptible increase in the current will be noticed. The course is along the right hand shore, and a landing should be made at the point indicated on the chart, just above the fingers. The course from this point through the Five Fingers should be taken as indicated on the chart, through the right hand or east channel, and a landing may be made about two hundred yards below, at the point indicated on the chart.

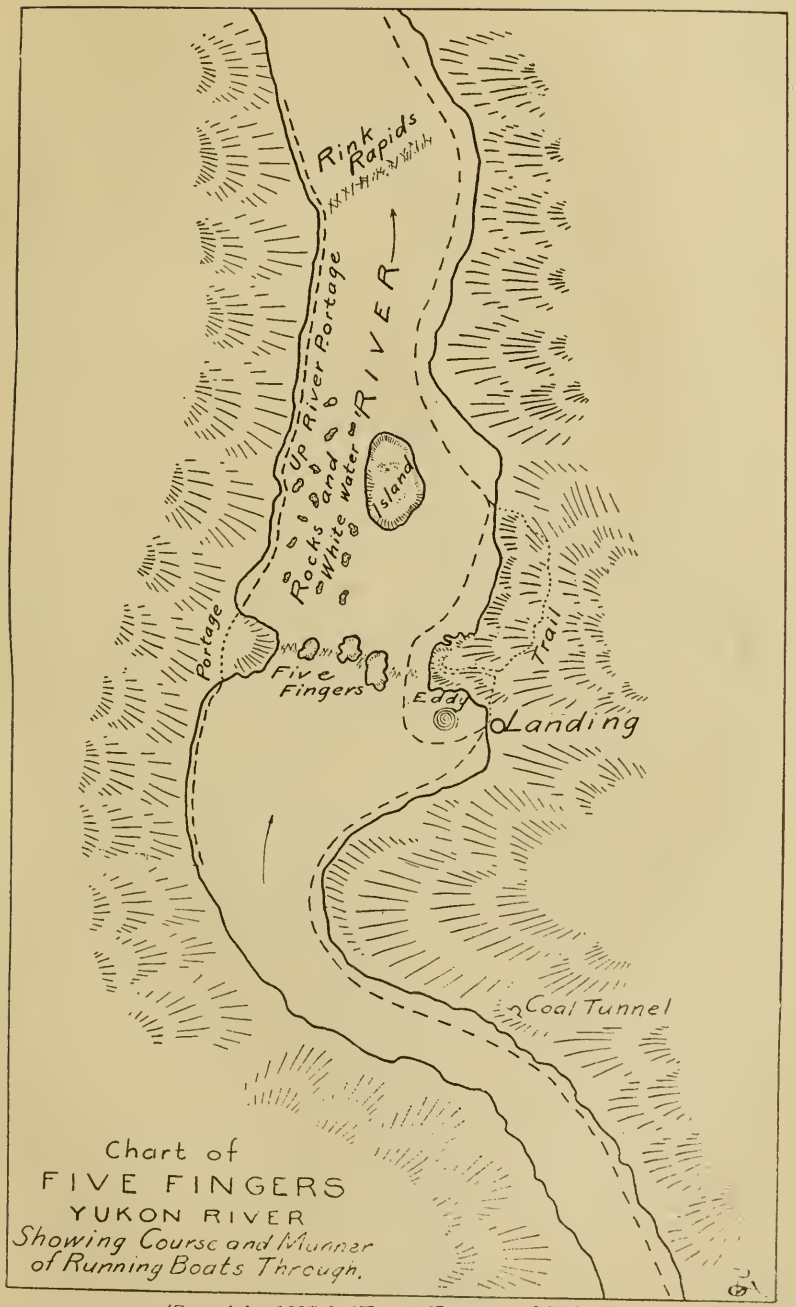
A trail leads over the bluff between these landings, but it is a difficult trail, and goods cannot be portaged over it. A trail also leads down to the point overlooking the Five Fingers, and the view from the point is very impressive.

The up river course for boats is along the west shore, where the boat may be taken up with a line, and portaged across the projecting point, as indicated on the chart.

RINK RAPIDS.

Rink Rapids, about four and a half miles below Five Fingers, will give the navigator no trouble if he keeps along the right hand or east shore.

In making a trip up river the boat is to be portaged across these rapids, on the west shore, as indicated on the chart.



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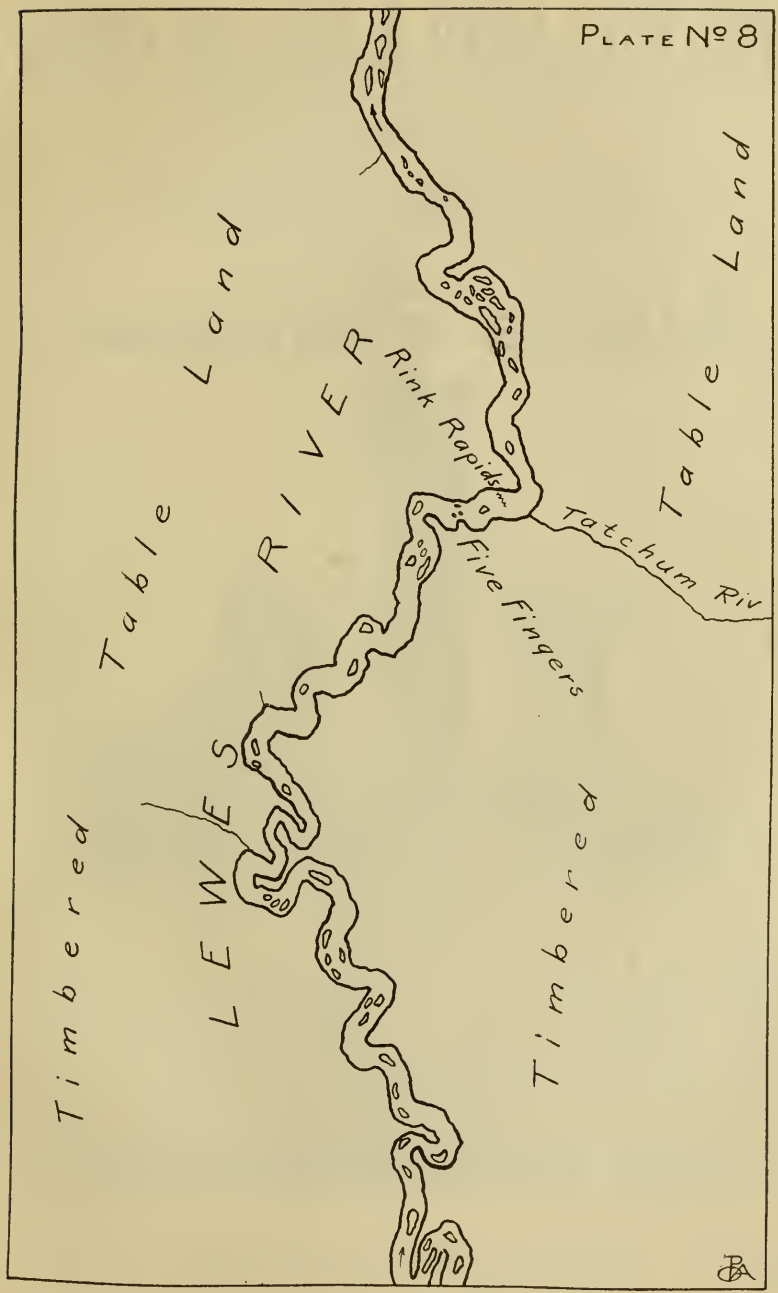
PLATE Nº 8
Timbered
Table Land
LEWES RIVER
Rink Rapids
Five Fingers
Tatchum Riv
Table Land
Timbered

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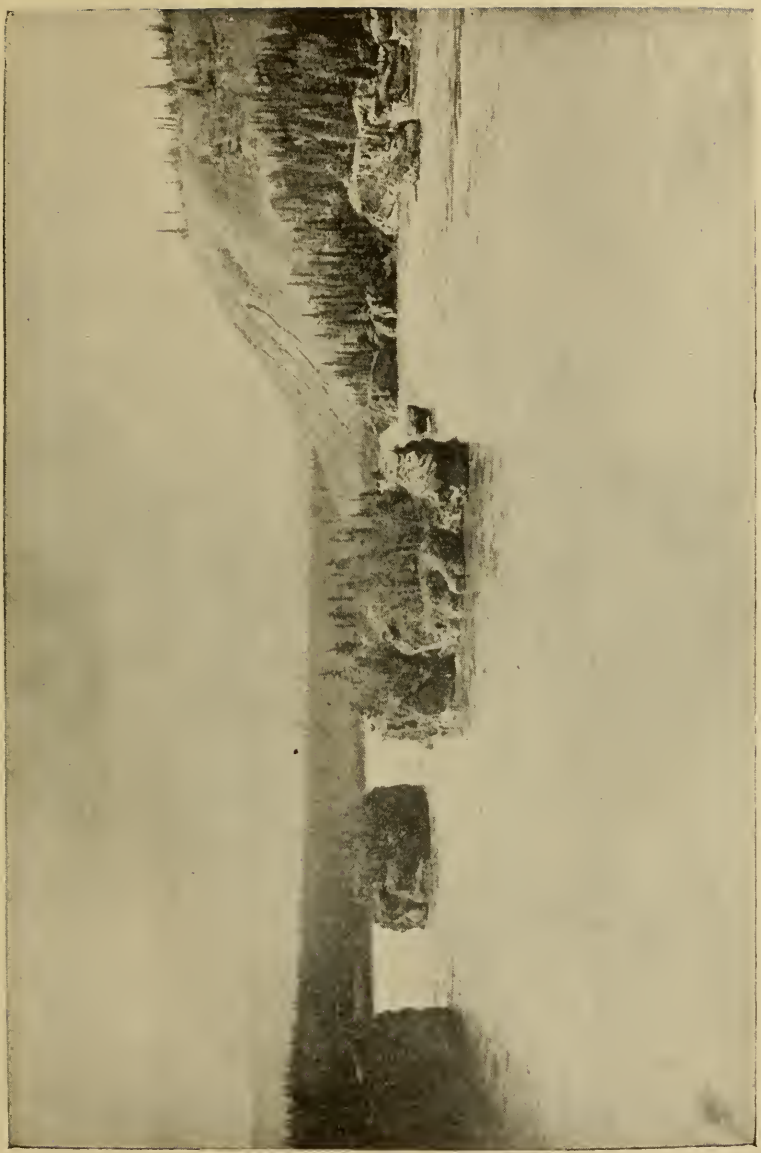
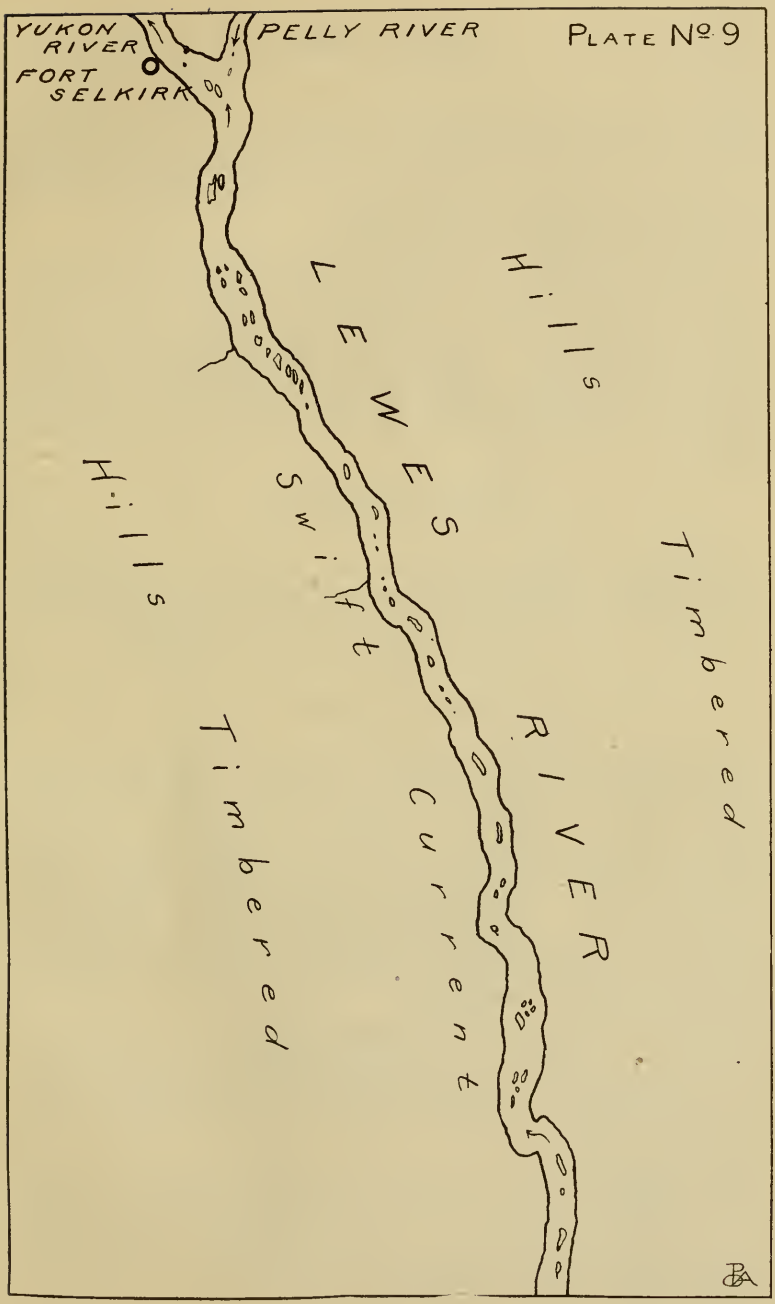


FIVE FINGER RAPIDS OF THE YUKON


YUKON RIVER
FORT SELKIRK
PELLY RIVER
PLATE No. 9
LEWES RIVER
Swift Current
Timbered Hills
Timbered Hills
Timbered Hills

PELLY RIVER.

This is one of the largest tributaries of the Yukon. In fact the Yukon is formed by the confluence of the Lewes and Pelly rivers, about fifty-eight miles below the Five Finger rapids, and about three hundred and fifty-seven miles below Lake Lindeman, which is really the headwaters of the Yukon.

Opposite the mouth of the Pelly are the ruins of old Fort Selkirk, which was pillaged and burned by the coast Indians in 1852.

The Pelly river drains a vast country, and is navigable for several hundred miles. Mining has been done along it to some extent, and some good prospects have been found on McMillan river, one of its tributaries, but very little has been done on bedrock.

FORT SELKIRK.

Fort Selkirk is on the west bank of the Yukon, a few miles below the Pelly. Here is a trading post and a mission, and quite a fur trade is done by the Alaska Commercial Company.

PLACER MINING ON THE YUKON.

Nowhere in the history of placer mining will the same conditions be found as exist in the great Yukon basin. While the methods of placer mining vary in different districts, this country seems to set at defiance the history of the whole mining world. This explains why the most successful strikes have been made almost uniformly by inexperienced miners, while the richest districts have been passed over by men whose experience in mining elsewhere was almost unlimited.

Miners have been up and down the Klondike for years with pick, shovel and pan, without encouraging results. In fact, they have concurred in the opinion, based on their experience elsewhere, that there was no gold on the east side of the Yukon, below Stewart river.

Miller creek, which was for several years considered the richest in the entire Yukon country, was prospected three different times, and on each occasion was given up as worthless; yet it turned out to be the richest creek known prior to 1896.

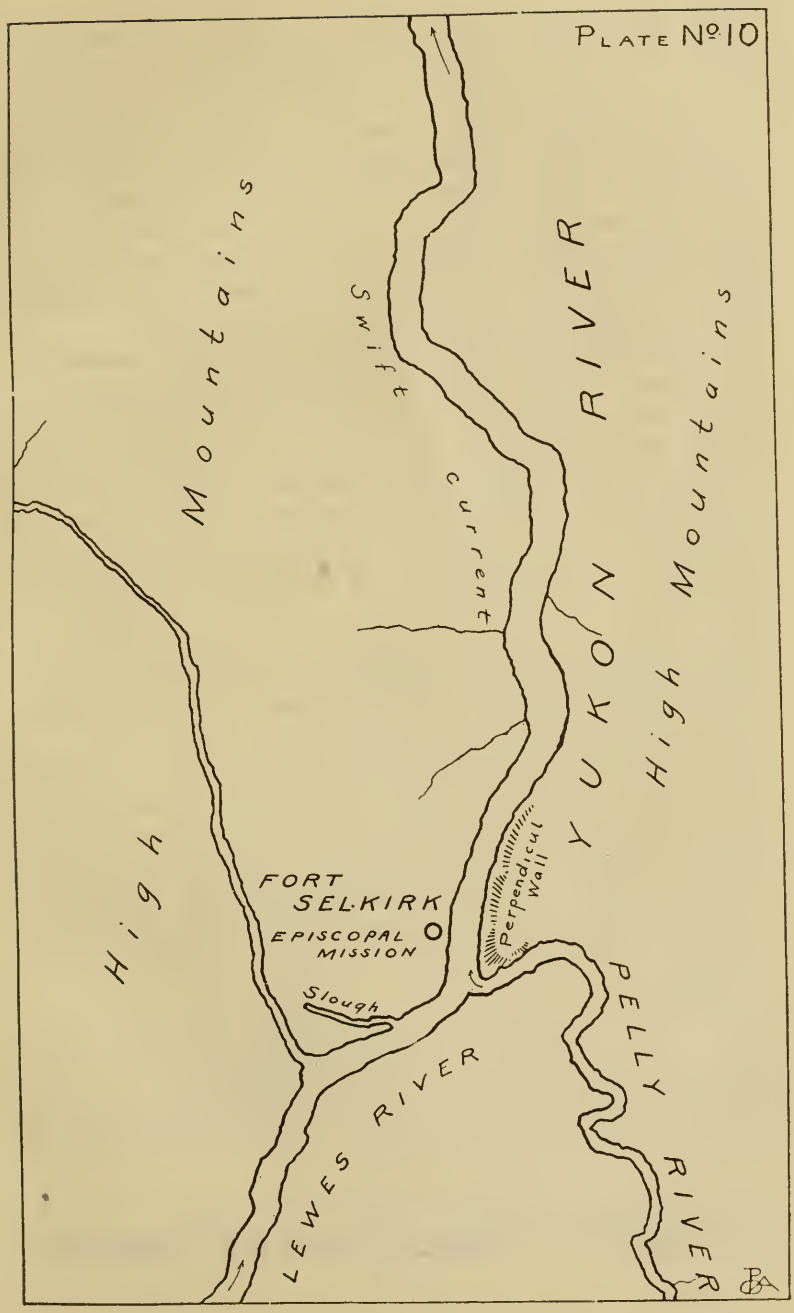


PLATE Nº10
High Mountains
Swiftsure current
YUKON RIVER
High Mountains
FORT SELKIRK
EPISCOPAL MISSION
Slough
Perpendicular Wall
LEWES RIVER
PELLY RIVER

As in other districts, prospecting is of course done with the gold pan, but that alone must not be depended upon. There is but one way to determine what there is in a prospect, and that is by going to bed rock. This is slow, discouraging and of course often fruitless work. A shaft must be sunk, but this can only be done through the frozen earth by first thawing the ground. The shaft should be large enough to admit of a man working in it without inconvenience. One good fire will thaw from six to ten inches, and the process of removing the thawed dirt and rebuilding the fire is to be continued until bed rock is reached.

If the shaft has not struck the pay streak it will be necessary to tunnel across. This is done by thawing and removing the dirt from the side, as in sinking the shaft. The depth to bed rock varies all the way from five to twenty feet. It is difficult to give any estimate of the amonnt of earth that can be removed from the shaft or tunnel in a given length of time, as it depends upon the condition of the ground, the kind of fuel used, and many other uncertainties, but probably from one to three feet a day would be a fair estimate.

Some judgment must be exercised in selecting the place for sinking the shaft. As a usual thing the course of most of the streams has changed; and where this is the case the shaft should be located on the former bed of the stream.

There is no doubt but that it is the hardest country in the history of mining in which to prospect, on account of these adverse conditions. If the shaft has to be sunk to any considerable depth the smoke and gas from the fires are disagreeable and injurious, but bed rock must be reached to test the value of the prospect.

It can readily be seen that an entire summer's work may be lost in sinking a shaft and tunneling on a prospect which turns out to be worthless.

If pay gravel is struck it is put on the dump during the winter months. This is done by continuing the thawing process as in sinking the shaft, a man above hoisting the gravel out with a bucket and windlass. This pay dirt is then washed out in sluice boxes when the spring thaw comes.

MARK YOUR GOODS IN CARE OF **Chilkoot Railroad and Transport Co.**

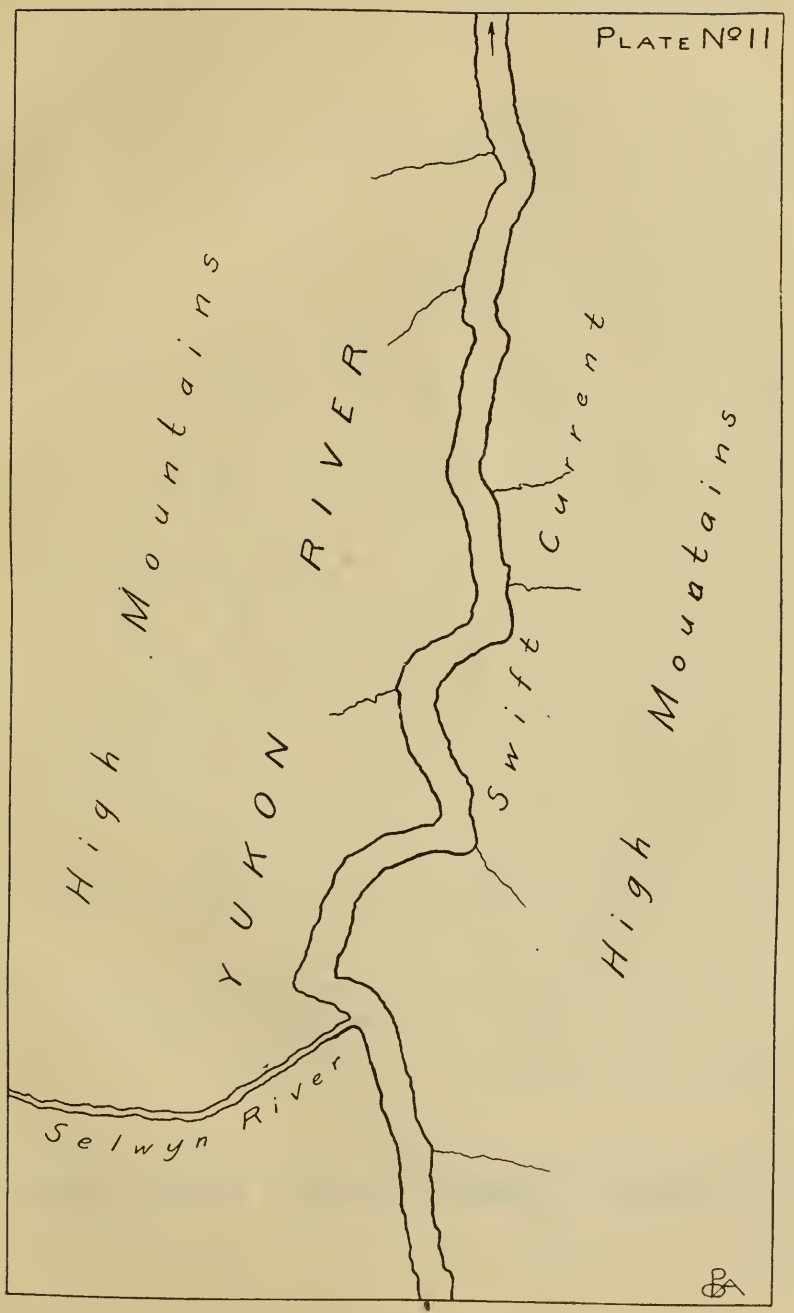


PLATE Nº11
High Mountains
YUKON RIVER
Swift Current
High Mountains
Selwyn River

CONSTRUCTION OF SLUICE BOXES.

Lumber for sluice boxes may be whip-sawed, in the same manner as for boats. The sluice boxes should be about ten inches high and twelve or fourteen inches across the bottom. They are usually made in lengths of twelve or fourteen foot lumber, the number of lengths used depending on the number of men working; requiring about four lengths to two men.

Riffles are made in various ways. Probably the best way is to make them with small, round poles about six feet long running lengthwise in the sluice box, and about an inch and a half or two inches apart. The poles should not be fastened to the box, but should be made into frames so they may be removed. This may be done without nailing the poles into the end cleets, by boring holes in the cleets and sharpening the ends of the poles to fit in. There should be two of these riffles, and below them at the end of the sluice box, another set of riffles about the same length, but made with slats about one inch square, and about the same distance between as between the poles, but in this last riffle the slats should be laid crosswise of the box, instead of lengthwise.

For coarse gold the sluice should be given more fall than for fine gold, but the average grade or fall is about one foot in ten.

The sluice box and riffles constructed, the water is then to be turned on and the pay dirt shoveled in. In throwing aside the big boulders and rocks, care should be taken to see that they are washed clean, for they may have much gold on them. The riffles should be carefully watched, and cleaned as often as they fill. The gold pan will be used to separate and clean the gold, and a box is needed about two feet square and ten inches deep, with flaring sides, in which to wash out the pan.

This is about the best practical method that has been used in the Yukon, and has brought the best results. The rocker is but little used, and only on the bars, and they are not constructed according to any uniform plan.

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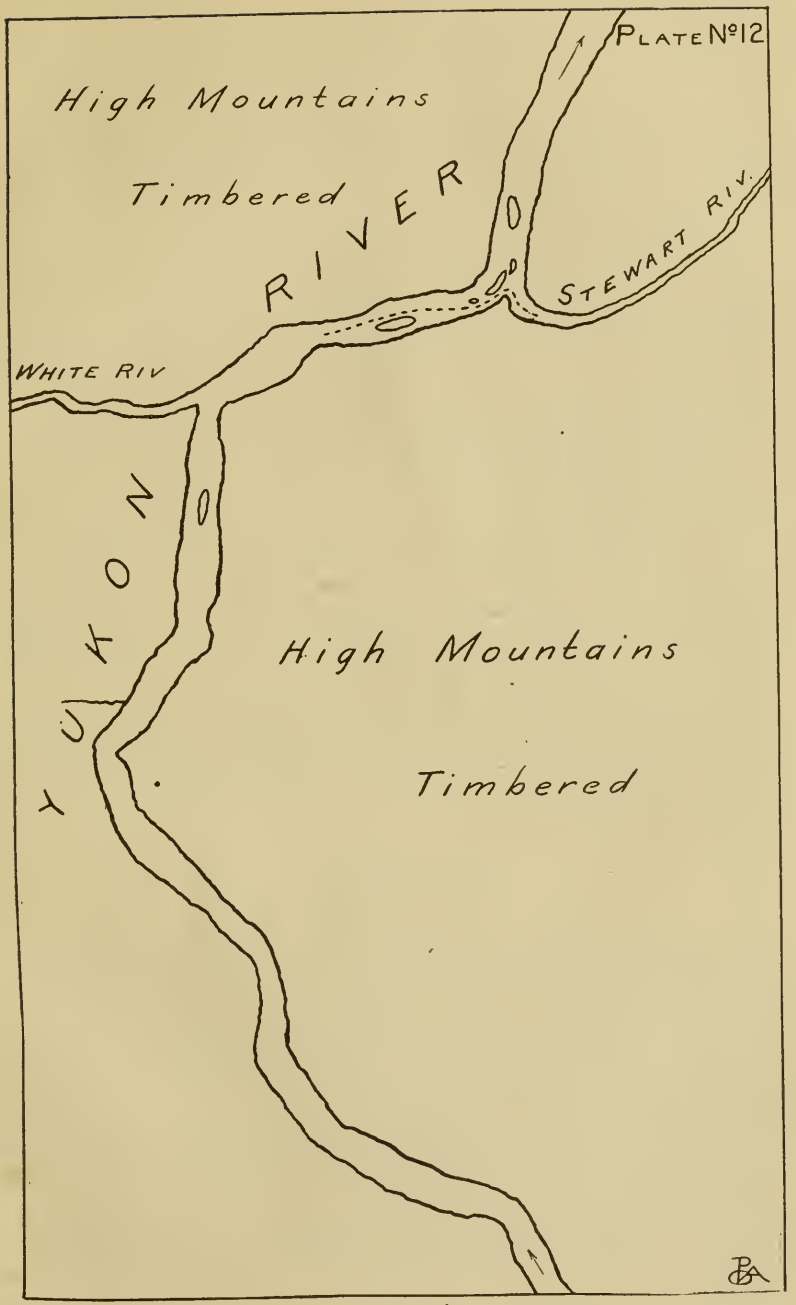
PLATE Nº12
High Mountains
Timbered
YUKON
RIVER
STEWART RIV.
WHITE RIV
YUKON
High Mountains
Timbered

STEWART RIVER.

From the Pelly river down, the mountains become higher and closer down to the river; at some places the bluffs rising four hundred to five hundred feet high.

The Stewart river enters the Yukon from the east, about one hundred and six miles below the Pelly. Its mouth is obscured by a number of islands as shown on the chart, and it is not an uncommon thing for navigators to pass by without observing it. The approach to the Stewart will be detected by the confluence of the White river which enters the Yukon from the west about ten miles above the Stewart. It is a large river having an eight or ten mile current, which discharges it into the Yukon with such force that its murky waters are projected almost across the main river, while the roar of it can be heard for some distance.

After passing the White river the course for entering the Stewart is to the right of the chain of islands, as shown on the chart. At reasonably high water the boat may be taken behind the first island as well as the others, but generally the course is to the left of the first island, turning in behind the others.

The Stewart river will undoubtedly furnish good diggings for prospectors. For years past gold has been taken from its bars, and some of its numerous tributaries have been prospected, showing good results.

INDIAN RIVER.

From the Stewart river down, the Yukon contains numerous islands and sand bars. Some of the islands are large, and all of them are covered with timber. About thirty-eight miles down, Indian river enters from the east. This is a small stream, and not navigable for boats, on account of the swift current, and rocks in the channel. It has been worked for years, and much gold has been taken from it and its tributaries; mining having been done on it for two years before the discovery of the Klondike.

Joe LaDue's sawmill and trading post is on an island opposite the mouth of Sixty Mile creek, about eighteen miles above Indian river.

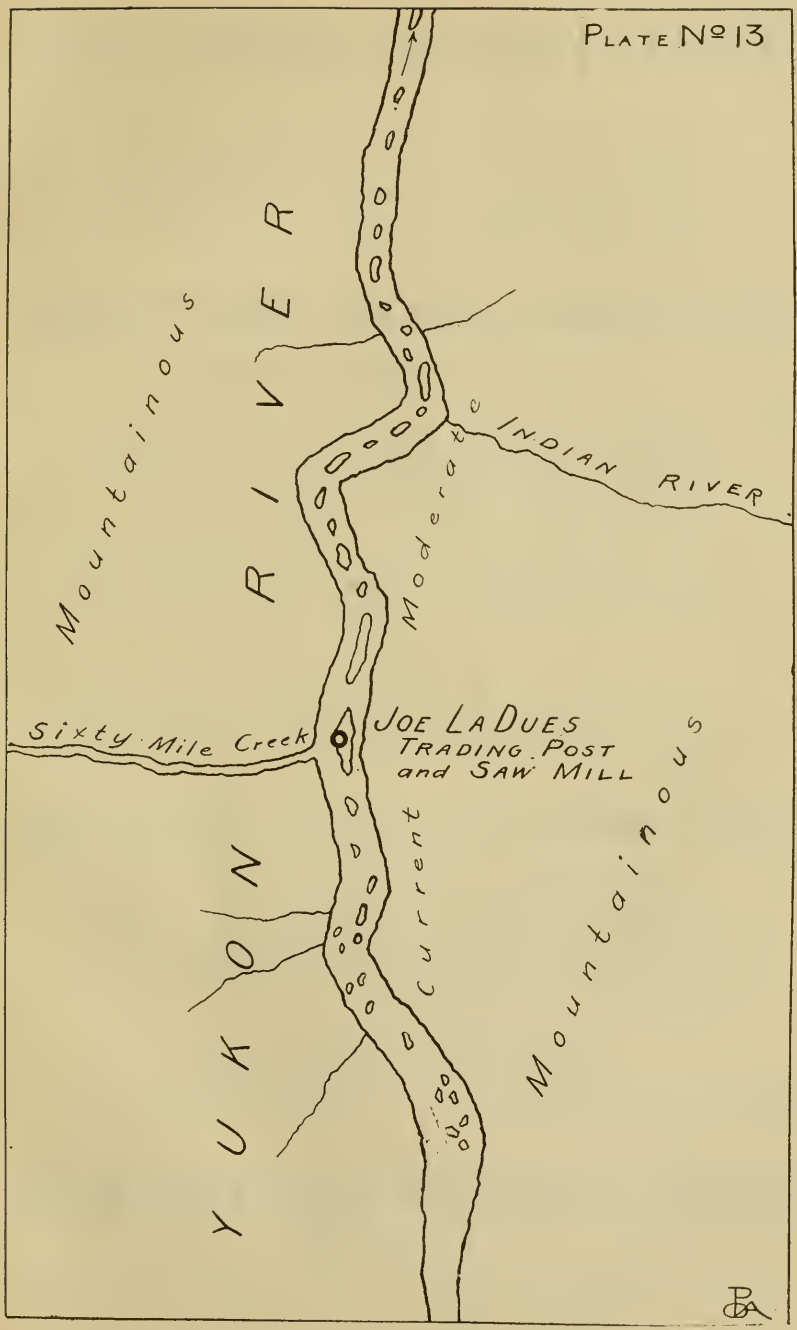
PLATE Nº 13
Mountainous
YUKON RIVER
Moderate Current
INDIAN RIVER
Sixty Mile Creek
JOE LA DUES
TRADING POST
and SAW MILL
Mountainous

Klondike Prospector's Outfitting Agency

J. S. SALLEE, MANAGER

While Seattle is prepared to handle the immense prospector's outfitting trade anticipated during the spring and summer of 1898, it is admitted that the **LEADING OUTFITTING HOUSES** will be taxed to their full capacity when the rush comes. Some purchasers will have to wait.

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The manager of this company is an old Yukoner, and has been a resident of Seattle for more than fifteen years. He knows what to get and where to get it to the best advantage, and what the conditions are in the interior.

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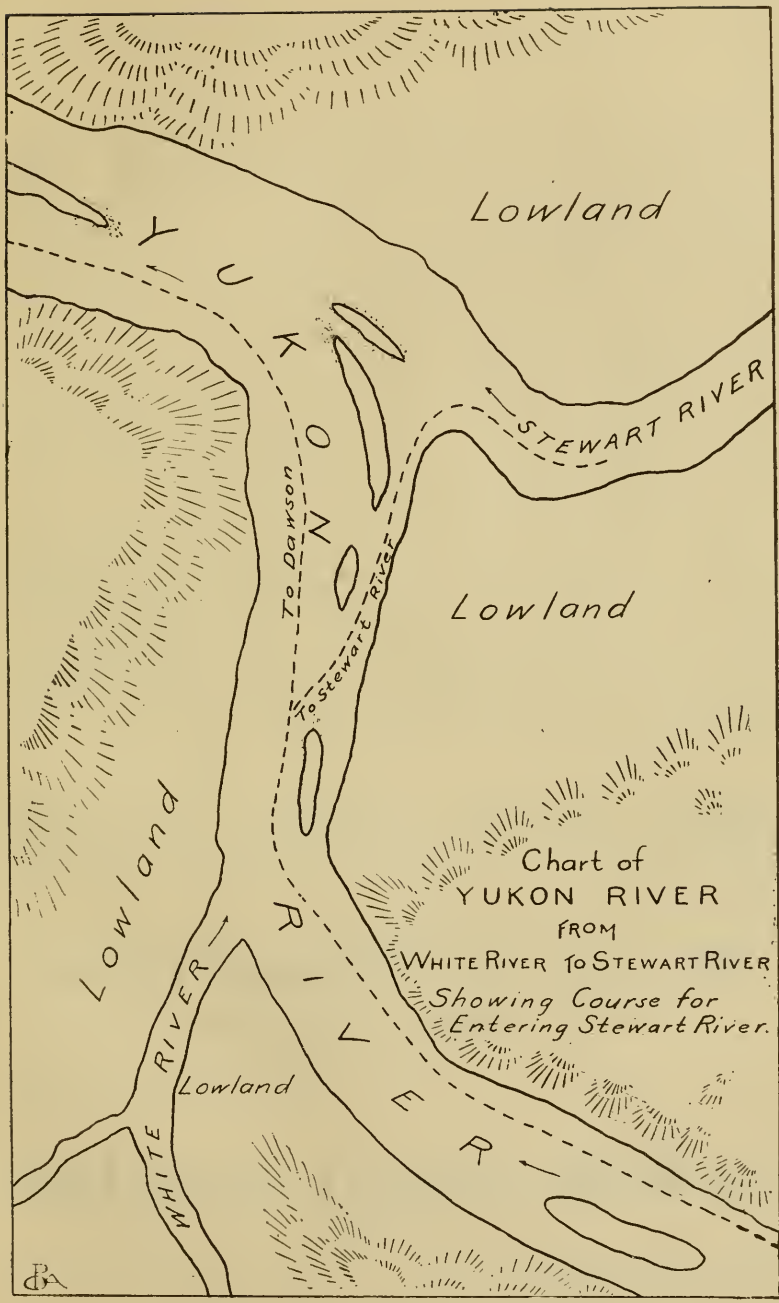

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DAWSON CITY AND KLONDIKE RIVER.

The Klondike river, prior to the gold discoveries on it last year, was looked upon as the principal salmon stream along the Yukon, and is described as such in the early guides. Since that time its history has become well known. Formerly an Indian settlement at its mouth was the only thing to particularly characterize the stream, they being there because the river teemed with salmon. At the mouth of it, and across it from the Indian settlement, is the now thriving city of Dawson.

Among the tributaries of the Klondike are Bear creek, Hunker creek and Bonanza creek, the latter having as one of its tributaries the famous Eldorado creek. A good general idea of the district may be had from the chart published in this book.

The site of Dawson City is on a level plateau on the east bank of the Yukon, with a fine view of the great river. This plateau is covered with a coating of moss to a depth of twelve or fourteen inches, while below it is perpetual frozen earth. In summer, the warm rays of an almost continuous sun thaw out this moss and transform it into a wet, spongy mass on which the mosquitoes and gnats swarm in countless numbers, and which is the chief cause of the unhealthy condition of the country.

WINTER ON THE KLONDIKE Is a dreary season unless you have **Reading Matter** with you. You will find the best assortment, and the best and most complete place to buy, at the

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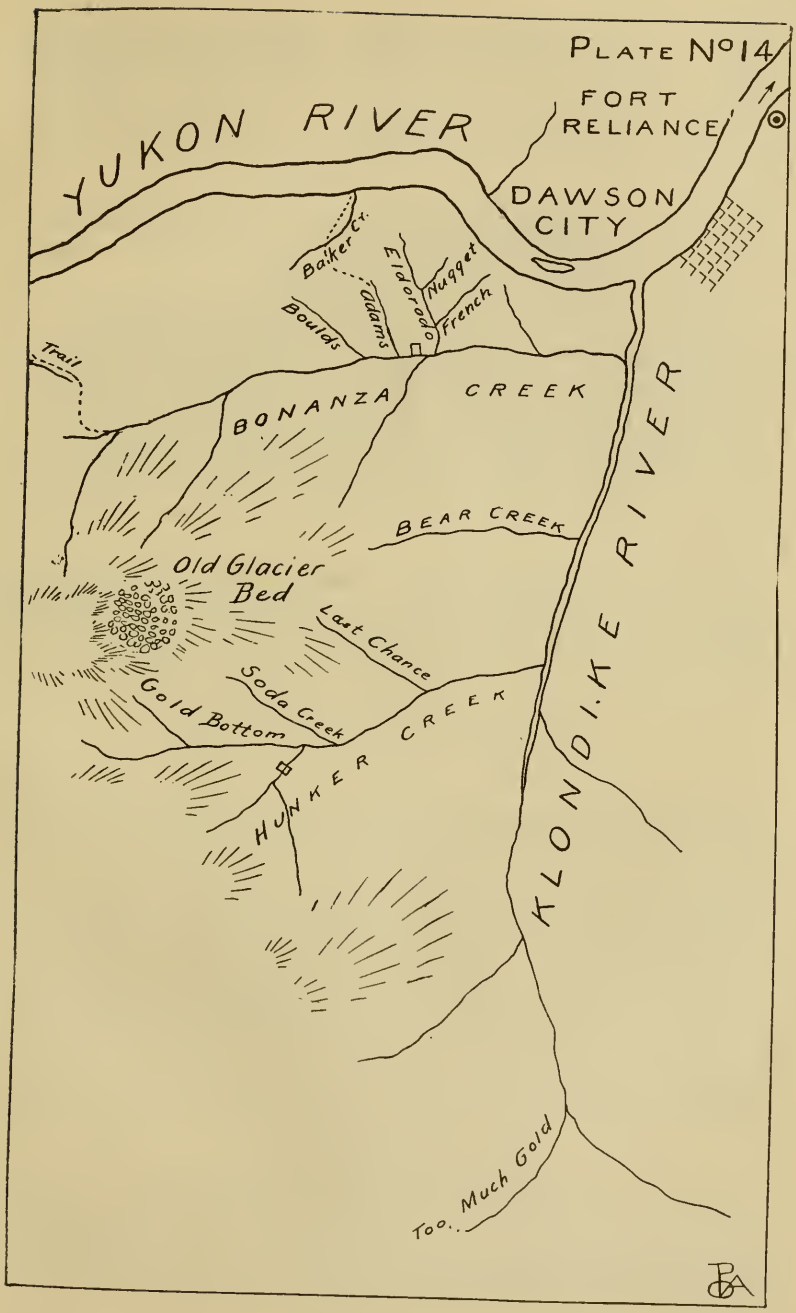
PLATE No14
YUKON RIVER
FORT RELIANCE
DAWSON CITY
Baker Cr.
Eldorado
Nugget
Adams
French
Boulds
Trail
BONANZA
CREEK
BEAR CREEK
Old Glacier Bed
Last Chance
Soda Creek
Gold Bottom
HUNKER CREEK
KLONDIKE RIVER
Too Much Gold

GENERAL CONDITIONS.

From the observations of temperature and climatic conditions made in the Yukon country during the years 1895 and 1896, by Mr. William Ogilvie, Dominion surveyor, we make the following extracts:

During the months of July and August, 1896, the highest temperature recorded was 81 degrees; the lowest, 27.2 degrees. During the two months it rained on 11 days.

During the months of December, 1895, and January, February and March, 1896, the highest temperature recorded was 40 degrees above; the lowest, 68 degrees below zero. During these months it snowed on 15 days.

The conditions prevent its being anything of an agricultural country, but some of the common garden produce, such as radishes, lettuce, small cabbages, small turnips, etc., may be successfully grown.

The great pest of the country are mosquitoes. During the summer months, and until September, they are a veritable plague. Neither smoke nor fire seem to affect them, and the only way to escape them is to cover one's self with mosquito netting.

NAVIGATION ON THE YUKON.

The upper Yukon is open to navigation from May until about the middle of October. At the mouth it is not open until July, and does not last later than about the first of October.

It takes the river steamers about twenty days to run up the river to Dawson City. The lower waters of the river spread out over what is known as the Yukon flats, and there is more or less trouble in navigating the river here, the difficulty being enhanced by the bars at the mouth of the river, where the channel frequently changes.

THE OCEAN ROUTE.

The ocean, or all-water route, is by water to the mouth of the Yukon and on up the river. It is about three thousand five hundred miles from Seattle to St. Michael island, and from there

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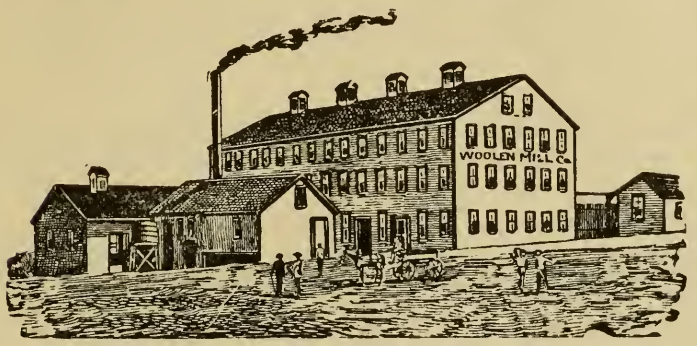

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H. L. STANLEY, MANAGER

about one thousand eight hundred miles up the Yukon to Dawson City. There are a number of lines operating on this route now and others contemplated.

GAME.

As might be expected, the Yukon basin is a fine game country. Moose, bear, caribou and small game abound in the upper part, particularly. Along White river the moose attains a greater size than in any other part of the continent.

The habits of both the caribou and moose are such that they cannot be relied on as a source of food supply. In the summertime they may be found in herds on the headwaters of the Pelly and Stewart rivers, and also on the headwaters of the Tanana. The Arctic hare abounds in the winter along the rivers.

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REGULATIONS GOVERNING PLACER MINING ALONG THE YUKON RIVER AND ITS TRIBUTARIES IN THE NORTHWEST TERRITORY.

(Approved by Order in Council No. 1189, of 21st May, 1897, as amended.)

INTERPRETATION.

"Bar diggings" shall mean any part of a river over which the water extends, when the water is in its flooded state, and which is not covered at low water.

Mines on benches shall be known as "bench diggings" and shall for the purpose of defining the size of such claims be excepted from dry diggings.

"Dry diggings" shall mean any mine over which a river never extends.

"Miner" shall mean male or female over the age of eighteen, but not under that age.

"Claim" shall mean the personal right of property in a placer mine or diggings during the time for which the grant of such mine or diggings is made.

"Legal post" shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot from the top. Both sides so squared shall measure at least four inches across the face. It shall also mean any stump or tree cut off and squared or faced to the above height and size.

"Close season" shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the Gold Commissioner in whose district the claim is situated.

"Locality" shall mean the territory along a river (tributary of the Yukon River) and its affluents.

"Mineral" shall include all minerals whatsoever, other than coal.

NATURE AND SIZE OF CLAIMS.

1. "Bar diggings," a strip of land 100 feet wide at high water mark, and thence extending into the river to its lowest water level.

2. The sides of a claim for bar diggings shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked by four legal posts, one at each end of the claim at or about high-water mark, also one at each end of the claim at or about the edge of the water. One of the posts at high-water mark shall be legibly marked with the name of the miner and the date upon which the claim was staked.

3. Dry diggings shall be 100 feet square and shall have placed at each of its four corners a legal post, upon one of which shall be legibly marked the name of the miner and the date upon which the claim was staked.

4. Creek and river claims shall be 500 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side; but when the hills or benches are less than 100 feet apart, the claim may be 100 feet in depth. The sides

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ADDRESS INQUIRIES TO

J. WILL LYSONS, Managing Editor

Port Townsend, Washington

of a claim shall be two parallel lines run as nearly as possible at right angles to the stream. The sides shall be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream shall be legibly marked with the name of the miner and the date upon which the claim was staked.

5. A bench claim shall be 100 feet square, and shall have placed at each of its four corners a legal post upon which shall be legibly marked the name of the miner and the date upon which the claim was staked.

6. Entry shall only be granted for alternate claims, the other alternate claims being reserved for the Crown to be disposed of at public auction, or in such manner as may be decided by the Minister of the Interior.

The penalty for trespassing upon a claim reserved for the Crown shall be immediate cancellation by the Gold Commissioner of any entry or entries which the person trespassing may have obtained, whether by original entry or purchase, for a mining claim, and the refusal by the Gold Commissioner of the acceptance of any application which the person trespassing may at any time make for a claim. In addition to such penalty, the Mounted Police, upon a requisition from the Gold Commissioner to that effect, shall take the necessary steps to eject the trespasser.

7. In defining the size of claims they shall be measured horizontally irrespective of inequalities on the surface of the ground.

8. If any person or persons shall discover a new mine and such discovery shall be established to the satisfaction of the Gold Commissioner a creek and river claim 750 feet in length may be granted.

A new stratum of auriferous earth or gravel situated in a locality where the claims are abandoned shall for this purpose be deemed a new mine, although, the same locality shall have been previously worked at a different level.

9. A claim shall be recorded with the Gold Commissioner in whose district it is situated within three days after the location thereof if it is located within ten miles of the Commissioner's office. One extra day shall be allowed for making such record for every additional ten miles or fraction thereof.

10. An entry fee of $15.00 shall be charged the first year, and an annual fee of $100.00 for each of the following years. The provisions shall apply to locations for which entries have already been granted.

11. A royalty of ten per cent. on the gold mined shall be levied and collected by officers to be appointed for the purpose, provided the amount so mined and taken from a single claim does not exceed five hundred dollars per week. In case the amount mined and taken from any single claim exceeds five hundred dollars per week, there shall be levied and collected a royalty of ten per cent. upon the amount so taken out up to five hundred dollars, and upon the excess, or amount taken from any single claim over five hundred dollars per week, there shall be levied and collected a royalty of twenty per cent., such royalty to form part of the Consolidated Revenue, and to be accounted for by the officers who collect the same in due course. The time and manner in which such royalty shall be collected, and the

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persons who shall collect the same, shall be provided for by regulations to be made by the Gold Commissioner.

Default in payment of such royalty, if continued for ten days after notice has been posted upon the claim in respect of which it is demanded, or in the vicinity of such claim, by the Gold Commissioner or his agent, shall be followed by cancellation of his claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out, shall be punished by cancellation of the claim in respect of which fraud or false statements have been committed or made. In respect of the facts as to such fraud or false statements or non-payment of royalty, the decision of the Gold Commissioner shall be final.

12. The entry of every holder of a grant for placer mining must be renewed and his receipt relinquished and replaced every year, the entry fee being paid each time.

13. No miner shall receive a grant of more than one mining claim in the same locality, but the same miner may hold any number of claims by purchase, and any number of miners may unite to work their claims in common upon such terms as they may arrange, provided such agreement be registered with the Gold Commissioner and a fee of five dollars paid for such registration.

14. Every miner shall, during the continuance of his grant, have the exclusive right of entry upon his own claim, for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom, but he shall have no surface rights therein; and the Gold Commissioner may grant to the holders of adjacent claims such right of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use, upon payment of the dues prescribed by the regulations in that behalf.

15. Every miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall, in the opinion of the Gold Commissioner, be necessary for the due work thereof, and shall be entitled to drain his own claim free of charge.

16. A claim shall be deemed to be abandoned and open to occupation and entry by any person when the same shall have remained unworked on working days by the grantee thereof or by some person on his behalf for the space of seventy-two hours (three consecutive days), unless sickness or other reasonable cause be shown to the satisfaction of the Gold Commissioner or unless the grantee is absent on leave given by the Commissioner; and the Gold Commissioner, upon obtaining evidence satisfactory to himself that this provision is not being complied with, may cancel the entry given for a claim.

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